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A HISTORY

— OF THE —

Town of Freetown,

Massachusetts.

with an account of

The Old Home Festival,

July 30th, 1902.



FALL RIVER, MASS.:
PRESS OF J. H. FRANKLIN & COMPANY,
78 BEDFORD STREET.
1902.

LET us now praise famous men,
And our fathers that begat us.
The Lord hath wrought great glory by them,
Through his great power from the beginning.

There be of them that have left a name behind them,
That their praises might be reported.

And some there be which have no memorial,
Who are perished as though they had never been,
And are become as though they had never been born,
And their children after them;
But these were merciful men,
Whose righteousness hath not been forgotten.

Ecclesiasticus, xliv. 1, 2, 8-10.

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YE FREEMEN'S PURCHASE.

1659-1683.

BY PALO ALTO PIERCE.



SOUTH MAIN STREET.

of stockings, one dozen of hoes, one dozen of hatchets, two yards of broadcloth, and a debt satisfied to John Barnes, due from Wamsitti to the said Barnes," which in all probability was for fire water. These proprietors were a colonial body and all transactions till 1683, when the town was incorporated, were chronicled in what is known as "The Proprietors' Records," which unfortunately cannot be found.

In 1747 a portion of Tiverton was annexed, and in 1803 Fall River was set off.

A brief history of the original purchasers is as follows (Authority — Davis' Landmarks of Plymouth):

Of Timothy Foster, the owner of the first lot, very little can be learned. Ralph Earl, however, was an early

settler upon this lot, and he was a son of William Earl of Portsmouth, R. I. A sister of Ralph became the wife of John Borden, who owned the northerly half of this lot as early as 1710.

Humphrey Turner, owner of the second lot, (now included in the City of Fall River), was of Scituate, where he was constable from 1636 to 1639. He was a representative to Colonial Court from 1640 to 1650. His son Joseph was the next owner. He sold in 1671 to Israel Hubbard who in turn sold to Capt. Benjamin Church, who settled thereon in 1700.

Christopher Wadsworth, owner of the third lot, to whom early records refer as "Xtofer Wadsworth," settled first in Duxbury. He was constable of that town in 1633, a selectman in 1666, serving six years, and a representative to Colonial Court in 1640, serving four years. He died in 1677.

Edmund Chandler, owner of the fourth lot, where the City Farm of Fall River now is, retained it through life. His son Joseph was the next owner. He sold in July 1673 to Henry Brightman of Portsmouth, R. I. Edmund Chandler was constable of Duxbury in 1637 and representative to Colonial Court in 1639. Matthew Boomer was the first settler on this lot in 1675. He is referred to by colonial record as "residing in the Government without order, not attending Public Worship of God, living lonely and in a heathenish manner."

Samuel House, owner of the fifth lot, was a resident of Scituate, dying there in 1661. His sons, Samuel and Joseph, sold, March 20, 1678, to Henry Brightman and Thomas Cornell of Portsmouth, R. I. The next year Cornell sold his half to George Lawton, Jr., of Portsmouth. Brightman and Lawton were the first settlers.

Henry Howland of Duxbury, owner of the sixth lot, did not occupy, but his sons, John and Samuel, became actual settlers. John died in 1687. Samuel died in 1716. Henry, the original purchaser, died in 1670.

George Watson, owner of the seventh lot, retained the same through life, it descending to children and grandchildren, as his grandson John Watson sold his right, July 20, 1706, to Henry Brightman.

Ralph Partridge of Duxbury, owner of the eighth lot, died before the deed was given, and at the division in 1660 his heirs received the lot which his grandsons Ralph and Peter Thatcher on Oct. 29, 1694, conveyed to John Reed, who became an actual settler and lived thereon till his death, Jan. 3, 1723. Ralph Partridge emigrated to America in 1636, and died in 1658.

Timothy Hatherty of Scituate, owner of the ninth lot, sold his right to Capt. James Cudworth, who in 1681 sold out to Simon Lynde of Boston from whom it descended to his son Samuel Lynde, also of Boston, who gave it to his grandchildren, Thomas and Elizabeth Valentine. Timothy Hatherty was Governor's Assistant for many years, and Colonial Treasurer from 1640 to 1642.

Love Brewster, owner of the tenth lot, was born in England, came to America in 1626, and settled in Duxbury, where he died. This lot passed to his son Wrestling Brewster, who sold the southerly half to John Boyers, who in turn sold it to Edward Thurston, Sr. of Portsmouth, R. I., Oct. 3, 1702. His son Thomas settled thereon. Thomas died March 22, 1730.

Richard Morse of Duxbury, was owner of the eleventh lot, but very little can be learned of him. He appears as owner of a certain tract of land in Duxbury called "Eagles Nest." Thomas Gage was the first settler upon this lot.

Walter Hatch of Scituate, owner of the twelfth lot, was the son of William Hatch, ruling elder of the Second Church of Scituate. His son Joseph was the next owner, who on June 8, 1705 sold the same to Jonathan Dodson, a settler.

Thomas Southworth, of Plymouth, owner of the thirteenth lot, came to America in 1628. He was a brother of Constant Southworth. Thomas was a lieutenant of militia, commissioned March 7, 1648, and promoted to

the rank of captain in August, 1659. He was representative from Plymouth three years to the Colonial Court and Governor's Assistant fifteen years. He died Dec. 11, 1669.

William Paybody, owner of the fourteenth lot, exchanged the same for land elsewhere. This lot was soon after owned by Capt. Benjamin Church. William Paybody was Town Clerk of Duxbury from 1666 to 1684. He was representative to the Colonial Court twenty-three years. He was born Nov. 24, 1619, and died in 1707.



OLD BARNABY HOMESTEAD.

Josiah Winslow, Sr., owner of the fifteenth lot, was the youngest son of Gov. Edward Winslow. Josiah emigrated to America in 1629, settled at Marshfield, was Town Clerk of Marshfield in 1646, and so remained till his death in 1674. He was born in 1605. He sold this lot April 8, 1661, to William Makepeace of Boston, who occupied it till his death. William Makepeace was drowned August, 1681. It was upon this lot and a portion of the sixteenth lot that the reservation to Tabatacusen was made.

John Waterman, owner of the sixteenth lot, was a son of Robert Waterman and his wife Elizabeth, who was a daughter of Thomas Bourne. This lot was next owned by Lieutenant Job Winslow of Swansea, a son of Kenelm. He became a settler. He died July 14, 1720.

Samuel Jackson of Plymouth, (afterward Scituate), owner of the seventeenth lot, sold his right to William Randall, who sold to Nicholas Cotterell of Newport, R. I., and in 1683 and 1690 the most of this lot became the property of Lieutenant Thomas Terry, whose sons settled thereon.

Nathaniel Morton, owner of the eighteenth lot, sold in March, 1671, to John Hathaway, Sr., of Taunton (now Berkley), whose son, John Jr., settled thereon. Nathaniel Morton was the son of George, who came to Plymouth in 1623. Nathaniel was Colonial Secretary from 1647 to 1685.

Constant Southworth, owner of the nineteenth lot, came to America with his mother, then a widow, in 1628. He settled in Duxbury and represented that town in the Colonial Court for twenty-two years. He was Colonial Treasurer from 1659 to 1679, Governor's Assistant for several years, and Commissary General in King Philip's war. He died March 10, 1679. The lot passed to his children who sold in 1682 to John Bailey and Ralph Payne, both of whom settled thereon, and the inlet of Assonet Bay, known as Payne's Cove, derives its name from the latter.

Thomas Bourne of Marshfield, owner of the twentieth lot, represented his town in the Colonial Court in 1640-41 and 1644. He died May 11, 1664, aged 85 years. The lot next was owned by his son John, who gave it March 4, 1687, to his daughter Anna, wife of John Bailey, and Martha, wife of Valentine Decro.

Samuel Nash was owner of the twenty-first lot, it being that on which the southerly portion of Assonet* is situated. He was a lieutenant, and led a force against

*Assonet is an Indian name signifying a song of praise according to the Rev. Orin Fowler in an Historical Sketch of Fall River written in 1841.

the Indians in August, 1645. He was Colonial Marshal for many years.

John Barnes of Plymouth was owner of the twenty-second lot, which included much of the land on which Assonet Village has been built. The south line of this lot corresponded with the south line of the burying ground opposite the Christian Church. The north line was probably near the north line of land owned by the Pickens estate and Mrs. W. H. Hathaway, a little south of Elm street. From west to east it extended from the bay four miles into the woods. In August, 1666, John Barnes sold this lot to Hugh Cole of Swansea, and in 1685 it passed into the hands of Benjamin Chase, who was the first to settle on it. It is of interest to know that by the deed of 1685 all the meadows along the river *below the path* are excepted from sale, showing that there was a path along the river corresponding to what is now Water Street, though not on the same lines, ever since the settlement of the town. This is the John Barnes to whom Wamsitti became indebted for sundry articles taken up at his shop, and the transaction is mentioned in the deed of "Ye Free-men's Purchase."

John Tisdale of Marshfield, (afterward of Taunton), was owner of the twenty-third lot. It is upon this lot that a portion of Assonet Village is located. He was a selectman of Taunton in 1672, and served till his death in June, 1675. He was a Representative to the Colonial Court in 1674. He was killed by the Indians, his dwelling burned, and his gun carried away by them, to be recovered at Rehoboth, Aug. 1, 1675. His son Joshua settled upon this lot and died thereon about 1714. The high rock east of Assonet station was upon this lot and hence has been known as Joshua's Mountain. The north half of this lot was at one time owned by George Winslow, through his wife Elizabeth, who was the daughter of Joshua Tisdale. He deeded the same May 12, 1741, to Barnabas Tisdale. (See Register 31-60).



OLD MAN OF JOSHUA'S MOUNTAIN,
ASSONET, MASS.

Kenelm Winslow, owner of the twenty-fourth lot, was a brother of Gov. Edward Winslow and came to America in 1629. He was a son of Edward Winslow and wife Magdaline Ollyver of Droitwich, England, and was born April 29, 1599. He removed to Marshfield about 1641, thence to Freetown about 1659. He died at Salem Sept. 13, 1672, aged 73 years. This lot was settled by Nathaniel, son of Kenelm, and Josiah, a

grandson. Nathaniel did not long remain, but Josiah continued to reside thereon till his death, April 3, 1761. He was born Nov. 7, 1669.

James Cudworth, owner of the twenty-fifth lot, was born about 1612. He was a son of Rev. Ralph Cudworth, and brother of Rev. Ralph Cudworth, D. D., author of "The Intellectual System of the Universe." He came to Plymouth in 1634, but removed to Scituate, where he held office, both civil and military. He was Governor's Assistant for several years, and in 1681 was Deputy Governor of Plymouth Colony. He was at one time Commander-in-Chief of the combined forces of Massachusetts and Plymouth Colonies. He was sent to England to transact business for Plymouth Colony, and while there died of small pox, aged 70 years. His grandson James settled upon his purchase. He was born April 3, 1665, and died about 1729.

John Damon of Scituate was owner of the twenty-sixth lot. He represented his town in the Colonial Court in 1675 and 1676. He died June, 1677. This lot passed

to his heirs, who in 1713 and 1714 sold to Timothy Lindall of Boston, who caused it to be settled upon. It remained in the Lindall family till the War of the Revolution.

In 1683 Freetown ceased to be proprietary and became a town corporate. The earliest record occurs in 1685, the two missing years probably being entered in the old Proprietors' Records, which are lost.

FREETOWN, MASS.

1683-1780.

BY GILBERT M. NICHOLS.

NOT much of community affairs or of dealings between town and town would appear in the early history of New England settlements, and the story of the first hundred years must tell of the people and their privations, and of the individual battle for existence. With the wild beast and unsleeping savage prowling about their dwellings or waylaying them in the daily path of duty, even in the fields where they compelled the resisting soil to yield up to them its scanty store, the pioneers of our independence and pride early learned the price of life itself. Little of historic importance seemed to be happening among these bleak and barren hills where the settlers were grimly struggling for a foothold; yet through faith that kept them brave, and strife that made them strong, by unremitting vigilance and toil and well-earned victories, they were laying deep the foundations of New England character, whereon their posterity might safely build the beautiful and the enduring in that "self-reverence, self-knowledge, self-control," which alone could lead them to the "sovereign power" that was their destiny.

The ambition of our forefathers was not the winning of great possessions nor the nice observance of proprieties. Their problem was how and where best with axe and gun to subjugate a wilderness, make a home and rear the

family of ten or a dozen children, sound in wind and limb, resourceful, resolute and strong to stand alone. The conditions of those times would not tolerate a leisure class nor admit of eight-hour agitations. The labor days were long and the holidays were few, when every household had to supply its own requirements. Neighbors would unite their strength to raise the frame of barn or dwelling, which was built near some perennial spring not too far from the "trail," and out of native timber the furnishings were hewn, plain, substantial, like themselves, made for use and warranted to last for generations. In winter the men were employed in cutting away the woods and clearing the land for planting, or they were threshing out the wheat and rye with flails on frosty mornings. Huge stacks of wood were thrown up near the house to feed the great open fire that was kept blazing on the ample hearth, whereto every morning the green oak back-log was rolled, and the shining andirons set before. When not too blustering and cold, they used to haul loose-lying boulders from field or woodland, and enclose the clearings with those same walls which, now in ruins, are become the boundary lines of pathless woods once more, or only serve to mark the industry of the settlers in those days when sheep and cattle roamed at large through all the woods, and their divers "(y)earmarks" became matter of record more voluminous than all else, excepting only the data of town meetings. In late autumn and early spring, the neighboring teams of oxen were yoked to the long-beamed, iron-shod wooden plow, and the land that had been cleared of timber and underbrush by axe and fire and made fertile by the ashes, was broken up and roughly prepared for potatoes or corn, which was soon to be seen zigzagging among the blackened stumps, yet thriving as if in a garden, quite free from weeds and insect enemies. Much of the winter forage for stock was gathered from natural meadows and marsh lands, and here in summer time the swishing scythes were glancing in the early morning, and

the "whinney-whet" of the mower's rifle mingled pleasantly with the plover's mellow note, while even the lonely bittern listened unalarmed.

What the women did in those days was of no less importance, and as each family kept sheep upon the hill-side, so each housewife spun the yarn, wove the cloth and fashioned garments for her household. Some sunny day in spring, after the May storm had blown over, the sheep were washed and sheared, and the wool picked apart—this last task very often given to the small boys and girls. The next procedure was carding the wool into rolls, and for this two hand cards were employed. With the wool placed on one of them, the Colonial dame carded it with the other till it was entirely transferred from the first to the second. This process was repeated as many times as in her judgment was necessary, when she made the wool into rolls about a foot long, and then it was ready for the spinning wheel. A pretty picture was that of the Puritan maiden

"Seated beside her wheel, and the carded wool like a snow-drift,
Piled at her knee, her white hands feeding the ravenous spindle,
While with her foot on the treadle she guided the wheel in its motion."

But we are told by one who remembers her grandmother's method that *she* always stood, and walked back and forth at her spinning. As she walked away from her wheel the thread spun out and was twisted; as she returned, the yarn was wound on the spindle, and so she continued walking backward and forward till the spinning was done. The hand loom was next brought into use, and the yarn was woven into cloth. If intended for blankets or underwear, the wool was left its natural color; but if designed for outer garments for clothing the family, then it was dyed a beautiful or desirable hue with the bark of various trees, the leaves of the peach or mosses gathered from the rocks. Peach leaves made a pleasing shade of yellow, while the stain derived from moss was a bright brown.

Early in the eighteenth century the town, recognizing its community interests, hired a minister of the gospel, and also opened a school for the children, albeit their free-born spirits ill might brook the formalities and limitations which church usage of the times would force upon them. But before church or school had been established, even from the time of the town's incorporation, the citizens had assembled at convenient places for the choice of such officers as should serve them, and for sober consideration of questions of common interest. They had gathered about the great heirloom of their Anglo-Saxon ancestry, worth more to them than school or ritual, and in recognition of the rights of the people, in veneration of order and law, they had held their *town meetings*. In most communities the meeting-house of the church was made the moot-house of the town, but it was the "middle schoolhouse" (near the bleachery of to-day) that sheltered the legal voters of Freetown through the stormy town-meeting-times of old. There, where they had learned to read, they were called upon to reason, and there these "children of a larger growth" were "warned" again to gather where they might give and take post-graduate courses in matters pertaining to the public weal, and learn decision, assertion, and withal, submission to the will of a majority—until the next spring meeting. Every question of common interest was submitted to this most absolute of bodies, and thoroughly discussed, with many adjournments it may be, until sooner or later, for better or for worse, it was settled by the will of the majority. Every record in the old books might tell its story of a battlefield of wit and tongue, where, as likely as not (and is not human nature still the same?), the victors in the contest over election of selectmen celebrated their victory by making the defeated candidate their *hog-reeve*, and he had to serve.

But the citizens of Freetown early learned to look outside the limits of their own little community, and we find them in 1690 giving serious consideration to the well-

being of the colonies as a whole. No doubt they were much indebted to the Great and General Court for the suggestion, but we find them raising the banner of patriotism and joining in the sentiment of the English right to rule, during the campaign against the Canadian French in that year.

Not many men were required of them at first, nor any great amount of munitions of war, but there appears among other charges against the town in that year: To



HOME OF COL. THOMAS GILBERT.

one pair pumps for Tarbo Cary, 3 shillings 6 pence; to clock for Tarbo Cary's snapsack, 5 shillings; to cash paid for Thomas Traintor's musket, 1 pound 6 shillings, and another charge of "2 shillings for mending the country's gunn," which one of the two recruits was to carry through the privations and dangers of King William's war. From this time on, as occasion required, Freetown failed not to furnish her quota of soldiers and supplies.

Through the French and Indian War the honor of this section was well sustained by Thomas Gilbert. In 1745, as captain of a company, presumably from his own neighborhood, he shared in the glory of the Louisburg campaign, where the small force under Sir William Pepperell besieged and captured the notorious fortress which had sheltered the enemies of our fishing industry in northern waters for so many years.

In 1755 the same soldier, serving as lieutenant-colonel, is known to have been with the victorious forces at Crown Point, and later, in the battle of Lake George, when his senior officer was killed, he took command of the regiment. Gilbert afterward became prominent as the leader of the Loyalists in southern New England.

The war cloud of the Revolution was now gathering on the horizon, and the far-sighted of the colonists were preparing for the storm, a history of which comes down to us largely by old tradition and grandmother's tales of "Whig and Tory times." From all sources it appears that the people were wide-awake to the great subject of government, though bitterly divided on the question at issue. In that part of our town annexed to us from Tiverton in 1747, and still known as New Freetown, a company of minutemen were training, under Captain Levi Rounseville, and making ready for the call that would soon be sounded in the "Lexington Alarm." Southward the dozen households located along the plunging Quequechan were watchful and brave, liberty men all, who, later in the conflict, proved themselves competent to defend their own against the marines of England. But while the southern and eastern portions of the town were preparing to contest the rule of the mother country, the village of Assonet, under the master spirit of old Colonel Gilbert, held loyal to the crown, as appears from the adoption of the following resolutions relative to the destruction of tea in Boston harbor:

PROVINCE OF YE MASSACHUSETTS BAY,

January, 1774.

BRISTOL, ss.

At a Legal Town meeting at Freetown, in sd. County, on Monday, ye 17th day of Instant, A. D., 1774, on purpose to know ye minds of sd. inhabitants of sd. Town Respecting a Body of People Assembling together at Boston on ye Sixteenth Day of December last past, and then Destroying 342 Chests of Tea, Capt. George Chase, Moderator of sd. Meeting, after sum Debates and Duely Considering ye bad Consequences which probably may arise from ye proceeding of sd. Body, the Question was put wether ye Town would act on ye affare, and it passed in ye Affirmative. then ye Town made Choice of Thomas Gilbert, Abiel Terry, James Winslow, Esqrs., Capt. Jael Hathaway and Doc'r Bullock a Committee to Draw up sum Votes and Resolves Respecting ye Destroying sd. Tea, and lay ye same before this meeting on Wednesday, ye 26th Day of this month, at Eleven of ye Clock in ye forenoon, then ye meeting was Ajornd, and ye Committee Resold ye following Resolves, viz:

1st—That it is ye Duty of this Town at this time to Express our Sentiments in Matters which so nearly Concern us more spedely, as there seams to be Reason to fear there is a Spirit of Anarchy, Disorder and Confusion prevailing in sum parts of this Province.

2nd—*Resolv'd*, That ye Body of People at Boston on ye 16th Day of December last, taking upon themselves the Stile and Appelation of a Body of People who did not Indeavor to prevent a number of people (in Indian Dress or Disguise) from acting there Savage Nature in ye Destruction of ye Tea aforesd, as we Apprehend, was not doeing there Duety, but was Contrary to Law, and we fear will bring upon us the Vengeance of an Affronted Majesty, and also plunge us in Debt and Misery when ye Injured owners of sd. Tea shall make there Demand for ye Vallue of ye Same.

3rd—*Resolv'd*, That this Town do hereby Declare that we Abhor, Detest and for Ever bare our Testimony against the proceedings of ye Body and Indians aforesd, or any others who

have or shall act in any Riotous manner, it being so very Contrary to ye Spirit of our Laws and ye Liberty of ye People.

4th—*Resolv'd*, That Thomas Gilbert, Esqr., our present Representative Doe, and he is hereby instructed to use his utmost Indeavor as a Member of ye Hon. House of Representatives, that sum Effectual means, if possible, be Taken to prevent for ye futer all such Riotous and Mobish proceedings, and if Demand shall be made by ye owners of sd. Tea for ye Damage done them by ye Body or Indians aforesd, that he appear, use his Indeavor, and Vote against any part thereof being paid by us who are so Innocent of ye Destroying ye same.

5th—*Voted*, That these Votes and Resolves be rarely Recorded in ye Town Book, and a Copy thereof be Transmited to ye Press, that ye World may know our minds Respecting our libertys and Good Government, and ye Resolutions we have to obey ye good Laws of our land, which under God for so long this Province have been happy in ye Injoyment of.

THOMAS GILBERT,
ABIEL TERRY,
JAMES WINSLOW,
JAIL HATHAWAY,
JESSE BULLOCK.

This is a True Record by me.

ZEBEDEE TERRY,
Town Clerk.

Evidently the village of Assonet was a Tory strong-hold. Here early in 1775, by direction of General Gage at Boston, Colonel Gilbert had stored considerable quantities of war material, and marshalled three hundred men of Bristol County for the purpose of quelling the insurrection in this section. But the Whig towns of the county mustered their forces, and marched them two thousand strong upon the “detested” village, dispersed the Tory battalion and compelled its leaders to seek safety in flight. This demonstration occurred a week or more before the battles of Lexington and Concord. The “Essex Gazette,” a

newspaper published in Salem, in its issue of April 18th, 1775, contained the following communication:

" BOSTON, Monday, April 17th.

A[°] letter from Taunton, dated last Friday, mentioned that on the Monday before parties of minutemen from every town in that county, with arms and ammunition, met at Freetown early that morning, in order to take Colonel Gilbert, but he had fled on board the man-of-war at Newport. They then divided into parties, and took



WINSLOW HOUSE, BUILT IN 1706

twenty-nine Tories who had signed enlistments and received arms in the colonel's company to join the King's troops. They also took thirty-five muskets, two case bottles of powder and a basket of bullets, which they brought to Taunton. There were upwards of two thousand men embodied there last Monday."

In one of their incursions into Freetown the Whigs seized upon Colonel Gilbert's son-in-law, Ephraim Wins-

low, Esq., who, so far from being a violent partisan in the quarrel, was more interested in settling disputes and maintaining peace in the community. However, by virtue of his connection with the old Tory chieftain, he was identified with the Loyalists, and was clearly a subject for the visitation of Whig wrath.

Thrusting their bayonets into every nook and corner of his dwelling (which still stands, the oldest house in town) the Whigs discovered Esq. Ephraim hidden away in the large, old-fashioned brick oven, in the ashes of humiliation. After subjecting the non-resisting man to many indignities, they set him on a horse, "hind side before," and started with him for Taunton jail. Col. Gilbert, returning from Newport, and learning of the affair, set out after them at full gallop, with black Pompey, his slave and faithful attendant, following with extra pistols "under his arms." To show the great respect and awe which the whole country hereabout felt for the old soldier, it was reported on this occasion that when Col. Gilbert came up with the marauders, he rode directly among them, laid his hand on Winslow's shoulder and said: "Ephraim, what are you doing here? Start yourself home." And home he went, leaving the astonished Whigs gazing after him.

Most of the older, more wealthy and influential of the inhabitants of Assonet were conservative in the agitation for independence, being unwilling to risk their property and social position, or, in their old age, incapable of shifting their allegiance from a recognized authority, under which they had prospered, to untried laws and the chances of revolution. As they were true to their convictions, history will not reproach them, and their townsmen of to-day should not suffer their names to be dishonored; neither let them lightly censure him, of all Tories most notorious, whose faithfulness to trust was held to constitute a crime. For his allegiance, that seemed withheld from his country, yet was not given to a King.

The order of established law was his divinity, and before no other throne did his manly spirit bow. That law which, in no small measure, he had helped to frame, should he not conform to it? and "that same good law by which, under God, [he] had been blessed and happy," under which he had served so faithfully and conspicuously for so many years—should he renounce it now? Because, in some evil hour, the law had been unwisely directed, or in foolishness enforced—would he now turn traitor to that law? No! rather would he shake the dust from off his feet, leave his kindred behind him, and the country that he had loved more than they all, and, flying unto regions far remote, and strange, and wild, dwell there, 'tis said, "in peace for twenty years,"—dwell there, indeed, but never *live* again.

After the eviction of the Tory leaders, the Whigs came into power, and the town sustained its part in the prosecution of the war.

On February 20th, 1776, a meeting was called in His Majesty's name, which met March 4th, and chose a Committee of Correspondence, Inspection and Safety, and voted to build boats "to cross the water in if our enemies should attack our friends on the other shore"—of Taunton River. The committee chosen were:

STEPHEN BORDEN,	BENJAMIN REED,
JONATHAN REED,	PHILIP HATHEWAY,
SAMUEL BARNABY,	MAJOR NORTON,
ABNER WINSLOW,	NATHANIEL MORTON,
CAPT. LEVI ROUNSEVILLE.	

The following Declaration of Independence in this same year shows how much the spirit of the town had changed in the short time since the days of the "Boston Tea Party:"

BRISTOL, ss.

These, are, in ye Name of ye governor and people of ye Colony of ye Massachusetts, to notify and warn ye freeholders

and other inhabitants of Freetown to assemble and meet together at our publick meeting-house ye 15th of this instant July, at 2 o'clock P. M., then and there to chuse a moderator, also to act what ye Town Shall then think proper in respect to Giving our Deputy instructions to act in the general Court in regard to these Colonyes being Decld Independent.

Dated at Freetown, July ye 2nd, 1776.

STEPHEN BORDEN, JONN. READ, SAM'L BARNABY, ABNER WINSLOW,	} Selectmen of Freetown.
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Persuant to ye above warrent met and made Choyce of Mr. Stephen Borden moderator. Then Chose a Comite, mager Joshua Hatheway, Col. James Winslow, John Hatheway, to Draw up instructions for our Deputy. They accordingly Drew up and brought in ye following ones:

WHEREAS, George, the Third, King of Greate Britain, in Violation of ye Principles of British Constitution and of the Laws of Justice and humanity, Hath, by an accumulation of oppressions unpariled in history, excluded ye Inhabitants of this as well as ye other neighboring Collones from his Protection; and whereas, he hath paid no regarde to any of our Remonstrances and Dutefull petitions for redress of our Complicated Grevinces, but hath purchased foreign Troops to asist in Enslaving us and Encited ye Savages of this Countery to Carry on a war against us, as also ye Negroes, to imbru their hands in ye Blood of their masters in a manner unpractised by Civilized Nations, and moreover hath Lately insulted our Calematyes by Declaring that he will have no mercey on us till he hath Subdued us; and, whereas, the obligations of alegence being reciprocal between ye King and his subjects, are now dissolved on ye side of ye Collonies by ye Dispotism and Declaration of ye King, insomuch that Loyalty to him is Treason against the good people of this Countery; and, whereas, not only ye parliment, But there is Great reason to beleave Too many of ye people of Great Britain have concured in ye aforesd arbitrary and unjust proceedings Against us; and, whereas, the

Publick Virtue of this Collony, so esential to its Liberty and happiness must be indangered by a futer political union with, or Dependence on, a Crown and nation so lost to patriotism and magnanimitiy; We, the Inhabitants of Freetown, in publick Town meeting assemble, for giving instructions to our representetive by Direction from ye general Court, Do in publick Town meeting Vote and declare, and Direct our representetive to Declare in ye general Court that we are ready with our Lives and fortunes To Support the General Congress in Declaring the united american Colonies free and independent of Greate Britain, and also Direct our said representetive to move in the General Court for ye Delegates for this Colony to be Directed to move for, and give votes for, said Independence, provided, that the internal police of this Government Be allwaise left to the people of the said Colony, and we declare to all ye world that we do not make this Declaration out of pride or Envy, but By the Dictates of the Laws of Nature, and appeal to ye Supreme Governor of the world for our Sincerity in the Declaration.

The above inStructions was Voted, and the meeting was Dissolved.

But the town is not rid of all its Tories yet, as seen by the list of names voted for trial on May 31st, 1777:

George Brightman, William Winslow, Luther Winslow, John Winslow, Jael Hatheway, Solomon Terry, Abiel Terry, Abiel Terry, Jr., William Hatheway, Silas Hatheway, 2nd, Silas Terry, Ebenezer Terry, Benjamin Thompkins, Ralph Pain, 2nd, George Chace, George Chace, Jr., Bradford Gilbert, Ephraim Winslow, Ammi Chace, Horah Durfee, Jonathan Dodson, Job Terry, Silas Sherman and Benjamin Cleveland, Abraham Ashley and John Briggs. Major Joshua Hatheway chosen agent, in behalf of town.

At a meeting of the town May 22nd, 1780, to consider and to take action in regard to form of government sent out from the conventions of this State, the following were chosen a committee: John Hatheway, 2nd, William Winslow, Amos Snell, George Winslow, Philip Hatheway, Jr., Benjamin Reed, Joseph Norton, Peter Crapo and David Durfee. Reported (and adopted) as follows:

We, the committee, being chosen by the town of Free-town, in the County of Bristol, at a public town meeting held on May 22nd inst., to inspect into the form of government that was laid before us, have met together this 27th of May inst., and do conclude and make over report to the town meeting that stands adjourned from May 22nd to this day, as follows:

That, taking ye form of government into consideration, we do find articles appear inconsistent to that liberty that we have been contending for, namely: The third Article in the declaration of Rights for one the power of the Governor, for 2nd the power invested in the House of Representatives, for 3rd the manner of laying excises or duties on Manufactories; lastly, and we do finally give it as our opinion that it is better for us to be under the same form of government as we have held to ever since the commencement of this war until this unhappy contest is decided.

Thirty votes for and sixteen votes against above report.

SLAVE TRADE IN FREETOWN.

AT the beginning of Freetown's history the slave trade between New England and the West Indies had become thoroughly established, increasing yearly in its activities, with Newport as the chief market place.

"This trade was conducted in sloops, brigantines and schooners, usually of forty or fifty tons. They carried small crews—the captain, two mates and six men, often including a cooper who set up barrels and casks. Taunton staves and Narragansett hoops were in much demand for this work. White oak staves went into rum casks, and red oak into sugar hogsheads. The average price of slaves was from thirty to thirty-five pounds per head."

After the Indian wars were ended, and opportunity was afforded for cultivating the arts of peace, the inhabitants of Freetown became largely interested in shipping industries, opening thereby commercial relations with various ports and markets, and in a few years the sign of "W. I. Goods" was displayed on the village stores, which were more numerous in former times than at present.

At that period slavery was countenanced by all classes in church and state, and "negro boys and girls" were purchased on the same basis of utility as sugar and molasses and merchandise in general. The early Freetown families invested in them presumably to the extent of their means, using them for farm labor and house service, as they had little adaptability for other pursuits. This traffic continued without interruption till the beginning of the Revolution, when it was soon brought to a

close, as it was scarcely possible for the small American vessels to escape being captured by the British cruisers lying in wait for them along the Atlantic coast.

In 1783 it was abolished in Massachusetts by the decision of the Supreme Court, but for a quarter of a century following, a considerable number of negro slaves survived in the communities to which they had been transplanted, and then, under the influences of an uncongenial climate, they rapidly passed away. History has little to tell of them. As individuals they were hardly known, except as some special incident brought them into notice, or their names were mentioned among other goods and chattels in their masters' wills. Jacob Hatheway, in his will written in 1754, gives to his children, three "negro boys," Hector, Benoni and Perow, and four "negro girls," Hagar, Dina, Jenne and Sealler.

The graves of these children of service may still be identified in some of the ancient family burial grounds, huddled by themselves in the most obscure corners, at a respectful distance from the white man's resting place.

The churches built during the colonial period were always furnished with "negro pews," which were situated in the remotest parts of the spacious galleries, and so firmly fixed was this custom that such pews were continued in the old churches long after slavery had ceased to exist in any portion of New England.

AN INDENTURE.

THIS Indenture witnesseth that we, the subscribers, Abner Winslow, Samuel Barnaby, Stephen Borden and Jonathan Read, selectmen of ye town of Freetown in ye county of Bristol, in ye state of ye Massachusetts Bay in New England, yeomen, have bound Josias Hall, Indian man, to serve as a servant to labor for ye term of one year from ye date of this Indenture unto Philip Hathway, yeoman of said Freetown, during all which term ye said Josias Hall, his said master faithfully shall serve, his lawful commands he shall gladly and cheerfully obey; his secrets keep; hurt to his said master he shall not do, nor wilfully suffer to be done by others, neither shall he absent himself from his said master's service either by day or by night, without his master's leave or consent, but shall at all times behave himself as a faithful servant ought to do during the whole of said term; and ye said master shall willingly furnish boarding and lodging suitable for such a servant's term, and allow him such wages for his service as shall be thought or judged by impartial men that he shall earn by his labor for his master in said term. In witness whereof we have hereunto set our hands and seals this twenty-second day of April, in ye year of our Lord, one thousand seven hundred and seventy-nine, and in ye third year of American Independence.

ABNER WINSLOW,
SAMUEL BARNABY,
STEPHEN BORDEN,
JONATHAN READ.

[NOTE]—Copied from an old diary.

HARRIET LIVERMORE.

HARRIET Livermore, the eccentric female preacher, visited Assonet several times in the early part of the last century, for the purpose of assisting at the "protracted meetings," which at that period were convened occasionally in the Christian Church. Her personal appearance and her peculiarities of mind and manner are very minutely described in Whittier's "Snow Bound."

The deacon's wife, who entertained her at such seasons, often found it a most difficult task to satisfy the requirements of so capricious a guest, and the minister's son, who was constrained to act as page in conveying her foot-stove to and from the church, gave ample testimony to the severities of his experience.

On one occasion, in her character of "Vixen and Devotee," she enacted a violent scene in the pulpit on being referred to by one of the speakers as "The sister who *thinks* she has had a call to preach."

At her final leave-taking, with an evident desire to make amends for past misconduct, she presented a set of silver tea spoons to the deacon's wife, who had served her so faithfully.

CHURCH HISTORY.

BY REV. LEONARD WOOLSEY BACON, D. D.



REV. L. W. BACON, D. D.

AT the time when the broad territory of "The Free-men's Purchase" began to be slowly occupied by white settlers, the heroic age of the Old Colony was already past. The signs of that decadence had begun to show themselves, which illustrates the thesis maintained by Dr. Bushnell, that migration is followed by a tendency to barbarism. The heroic age was followed by an age

of land speculation. Not unnaturally nor unreasonably the large immigration from over sea and the natural increase at home directed the minds of the colonists to the probable future value of the unoccupied lands about them. The rules by which entrance into these lands was restricted were honorable to the wisdom and the righteousness of the colonial government. There was to be no scrambling, and no straggling of unorganized squatters

into the wilderness; and (whatever might be the assumptions of right on the part of the British crown) the Indian title to ownership and jurisdiction was to be respected until superseded by fair treaty and purchase. The lands, having been righteously acquired, were to be entered upon by organized companies sufficient in numbers and resources for town government and defense, and for maintaining the school and the church.

It was merely in the spirit of investment that, nearly forty years after the landing at Plymouth, a company of twenty-six of the second generation from the Pilgrims made "The Freemen's Purchase." Not one of the twenty-six became a settler on the newly-acquired domain, and the returns by sale were slow and uncertain. The desolations wrought through all this region by King Philip's War (1675-6), were not promotive of settlement, and there are indications in the record that some of the earliest adventurers into the forest were no ornament to the Christian name. But, little by little, men worthier of the Pilgrim stock, heirs or assigns of the original purchasers, occupied the lots into which the Purchase was divided, and although no record appears of formal organization for worship, we may confidently assume that before the end of the seventeenth century there was worship here in the cabins of the settlers, and gatherings, from time to time, in the name of Christ. The earliest public action towards the organization of the church is the vote of a town meeting June 10, 1699, proposing to build a house of worship at some point convenient to "our neighbors in Taunton" (meaning, doubtless, that part of Taunton which is now Berkley), in case these Taunton neighbors should be willing to unite in the expense. The negotiation had no result, and nearly three years later (February, 1702) the town wisely resolved that the spiritual house should take precedence of the material one, and that no building should be undertaken at the town's expense until they had obtained the services of a

minister, who should also be a teacher of the children. Not till two years later was one found to accept the double duty—William Way, who (doubtless with a well-grounded distrust of his own qualifications) professed his willingness to be content to receive for his labors in the gospel no more than should be freely offered him by the good will of the people. But, in the opinion of the Colonial government, the employment of William Way was not a sufficient compliance with the requirement that each town should maintain “a learned and orthodox minister,” and after two years of his service the town found itself made the subject of a formal complaint from the Grand Jury for its delinquency in the matter. The town appointed Lieutenant Job Winslow, selectman, its agent, with a double commission; first, to answer for the town before the County Court, and secondly to consult with the pastor of Taunton about having the schoolmaster duly “approved” as a minister. The double mission was a double failure. In January, 1707, the schoolmaster-minister was dismissed, and a peremptory writ issued from the Court of General Sessions requiring the town to provide itself with a minister. This was the unhappy end of the town’s first experiment in church work.

The village statesmen were quite equal to the exigency. They met the demand of the Colonial Government with a counter stroke worthy of veteran diplomats. At a town meeting March 21st, 1707, it was decided by a two-thirds vote to apply to the bishop of London for a Church-of-England minister. It is easy to conjecture the motives that led to this action. One was the wish to save themselves the expense of a minister’s salary. Another was the working of Quaker principles of protest against a paid ministry, and of the Rhode Island principles (now the principles of all America) against the interference of the civil State with religious concerns. And I cannot but suspect that withal there was some soreness in the hearts of these Old Colony citizens at the then recent extinction

of their noble little independent republic, bringing them under the more theocratic and not always gentle jurisdiction of "the Bay." Unless we deny the leaders of the Old Colony all sense of humor, there must have been some gentle chuckling in that town meeting, in which "more than two-thirds of those present and voting" answered the mandamus of the court by proposing to refer the matter to the bishop of London, and ask him to send a clergyman. It was a proposal offensive in the highest degree to the authorities at Boston, at which, nevertheless, it was most unsafe for them to take offense. Probably the Freetown people would have relished an English clergyman as little as the Boston Puritans, but the opportunity of turning thus at bay upon their new masters was too delightful to be missed. The implied threat so dexterously conveyed had visible effect. Three years later (1710), when the town was preparing to build its first, meeting house, 36 feet by 26, and 18 feet between joints a lot of land for meeting-house, school-house, training field and burying ground was given by a Boston citizen, and a subsidy of twenty-five pounds was granted by the General Court, and bestowed by vote of the town on the Rev. Joseph Avery, whose brief ministry seems to have been acceptable and peaceful. But after his departure (he afterward became the first pastor of Norton) a sharp contention arose over the appointment of his successor, and when it had been voted by the town to call Recompense Wadsworth, at a salary of twenty pounds a year, John Read, Jr., protested against the "rash and heady" vote, on the three grounds that the town had no sufficient knowledge of the candidate's fitness; that the appropriation of twenty pounds was contrary to the gospel; and finally, that the town had already voted to be supplied by the bishop of London. The candidate (prudent man!) solved the contention by declining the call. He afterward became master of one of the Boston Free Grammar Schools.



REV FREDERIC PLUMMER AND HIS WIFE, RACHAEL HATHAWAY PLUMMER.



REV. JAMES TAYLOR.



REV. BENJAMIN S. BATCHELOR.

The records that follow indicate that a spirit of faction had taken possession of the little community. August 8, 1712, "in order for the encouragement of the preaching of the word of God in the town," an appropriation of twenty-five pounds was voted for the year, but the candidate who was introduced failed of general approval. A little later a vote to raise ten pounds to repair the meeting-house—then only three years old—was passed, against the recorded protest of five citizens, and it was more than a year before the completed house of worship was delivered to the selectmen for the use of the town. Meanwhile (June 2, 1713) the town had appointed one of its own citizens, "Jonathan Dodson, to be minister of the gospel for this town, until there is a supply from England, according to a former vote of this town." Mr. Dodson's pastorate seems to have continued more than two years—an unusual length of tenure in the Freetown of that period. At the end of his ministry some of the leading citizens offered their personal pledge of support to the Rev. Thomas Craighead, whose work proved so acceptable that after a few months a town meeting was convened (Sept. 9, 1717) to decide whether Mr. Craighead should be invited to remain as the minister of the town; and notwithstanding the recorded protest of five citizens alleging the insufficiency of the warrant and the ancient appeal to the bishop of London, a vote of 25 to 3 committed the town to its responsibility for Mr. Craighead's salary. But so short-lived was his popularity that presently he had to sue the town for unpaid arrearages of salary, which were not paid until several of the citizens had been locked up in the debtors' jail. These energetic proceedings seem to have turned men's hearts once more toward the bishop of London, as appears from a vote of July 19, 1721, tendering the use of the meeting-house to the Rev. James McSparren "to carry on the worship of God according to the true intention of his order," which was the order of the Church of England. Mr. McSparren was minister of

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"The Narragansett Church," in Kingston, Rhode Island, the foremost representative in this region of that Society for the Propagation of the Gospel in Foreign Parts, which was spending money profusely in the attempt to secure a foothold for "his order" in New England. This frank bid for a subsidy, with the offer of a church building, seems, strangely enough, to have met with no response.

The reader will have been impressed throughout this dreary history with the fact that the church business was carried on in town meetings, and recorded in the town records. This was the natural consequence of the vicious principle of the Massachusetts government, as distinguished from the more liberal constitution of Plymouth and of Connecticut. By providing that the electoral franchise was to be conferred only on communicant members of the church, it had doubtless honestly intended to ennoble and spiritualize the civil state. The actual result, as in this instance, was rather to secularize the church. When the voters of the town and the members of the church were presumably the same persons, it would have been a mere scruple of formalism to insist that the town meeting should adjourn, and then come to order again as a church meeting. But the merger of the two meetings into one had the inevitable effect to make the church business a department of town politics.

It is not in the least strange, neither is it discreditable to the fathers of the town that these forty years of faction and unrest should have led their minds, by reaction, not only to the principle of which the Baptists were the strenuous champions, of the non-interference of the State in spiritual affairs, but also to the Quaker protest against a paid ministry. The affair with Mr. Craighead was practically the end, for a quarter-century thereafter, of efforts to settle a pastor of the town.

But it would be a mistake to infer that there was here a break of continuity in the church history of the town. When official ministrations ceased in the town meeting-

house, the meetings of Friends began to be frequented, and within ten years after the stormy close of the Craighead pastorate, a Quaker meeting-house was built (1725 ?) and seems to have become the real religious centre and parish church of the town. "For at least half a century," it is alleged, "the Friends, or Quakers, were numerically the largest worshiping congregation in town, embracing the men of first minds, most money and best manners."* The meeting-house was built, a few miles north of the old town church near Mother's Brook, "near what is still called Quaker Hill, not far distant from the bleachery, and just across the street from what is known as the South School House." But the work of the Quaker meeting, interesting and valuable as it was, had no seed in itself after its kind. After a generation or two, the deserted chapel was removed to the northern edge of the town, where a more recent building now occupies the place of it, and is still used for worship by a congregation having few or no Quaker characteristics.

At last, in the year 1747, it seemed as if a better day was dawning for the Freetown church. September 30th of that year took place the first distinct and formal organization of a church, according to the order which the New England fathers had drawn from their studies of the New Testament, and two months later—December 2nd—was ordained to the office of pastor a man whose name deserves to be held in loving remembrance by later generations, Silas Brett. He was at this time about thirty years old. He was born in Bridgewater, had studied at Yale College, had been a student of theology with the pastor of his native town, and before coming to Freetown had preached for a time at Easton. Many a foreign missionary has gone to his field with less evidence of the martyr spirit than was shown by Silas Brett when he came to re-open for

*E. W. Peirce in "History of Bristol County," p. 297.



DEACON BENJAMIN BURT.



SINIA W. KING.



RESIDENCE OF DEACON BENJAMIN BURT.

Christian worship the deserted and ruinous church by Mother's Brook. Three days before his ordination as pastor, he subscribed and caused to be engrossed upon the town records a formal covenant, in which he bound himself, thus: "That from the day of my solemn separation to the pastoral office in said church, and for and during the full term of time of my continuance in that office in said church, I will neither directly nor indirectly take advantage by the laws of this province to get a salary settled on me in the town of Freetown, but look for and expect my support by the free-will offering of the people." It is easy to refer this new quickening of church life, and this act of faith on the part of the new pastor, to that high tide of spiritual earnestness that began at Northampton about the year 1740, and is known as "The Great Awakening." One of the early fruits of Mr. Brett's ministry was the gift by three of the townsmen, under date of April 13, 1748, of a farm of fifty-three acres, near the church, "for the use of the ministry, and for the benefit of the people in that part of the town forever." But there are small proofs that this example of liberality had any considerable following. The town was persistent in refusing all aid to the church, even so much as keeping in repair the meeting-house, which was its own property. Seven years after Mr. Brett's settlement it was voted (March 18, 1754) "that those that are disposed to repair the town's meeting-house so as to render it fit to meet in for worship, that they may have the liberty to repair the said house on their own cost and charge, and not at the charge of the town." Patient Mr. Brett pursued his course from year to year, supported by the glebe farm and a little stipend from the most ancient of Protestant missionary societies—that which was organized under the patronage of Cromwell in aid of the labors of Eliot and his fellow-workers, and which, being reorganized after the Restoration, was able to make a small appropriation for Mr.

Brett's preaching and pastoral work among the dwindling families of Pocasset Indians near the Watuppa Pond. But it is evident that the high hopes of prosperity for the Freetown Church, which had been expressed in glowing language in the ordination sermon by Mr. Porter of Bridgewater, were never fulfilled. The volume of records so diligently kept by the pastor gives proof of his fidelity and devotion. But at the close of nearly thirty years, his letter of resignation, dated February 24th, 1776, recounted with unaffected pathos the hopes with which he had entered on his work, and his "waiting with long patience for those fruits which would have been more precious to him than the fruits of the earth are to the husbandman," and how, when doubts had arisen whether it was his duty to continue his labors in so barren a field, with much study and prayer to learn the way of duty, he "could not see his way clear to leave his people, and therefore resolved to go on with his work, and endure hardness as a good soldier of Jesus Christ. And though since that, some small appearances of success in my work have repeatedly revived my former hopes and encouraged me to renew my labors and the exercises of patience, yet repeated disappointments, the want of support, the prevailing of sectarian principles, and especially the public disputes of the country, in which Freetown has had an unhappy share, have brought me to think it my duty to ask a dismission from my pastoral office among you."

The stormy church meeting which brought matters to this crisis had been held some fourteen months before (Lord's Day, December 11th, 1774), when

"After the last prayer, a resolve of the Provincial Congress at Cambridge, recommending that Thursday, the fifteenth of December, be observed as a day of Thanksgiving, to render thanks to Almighty God for all the blessings we enjoy, and at the same time to humble themselves before God on account of their sins, &c., was publicly read. This done, Col. Gilbert rose and objected against observing that day. I told him I pro-

posed to take the minds of the assembly as soon as I was ready. I then told the brethren of the church that if it was their minds to receive the advice of the Congress, and observe the day recommended for those purposes, I desired they would signify it by holding up their hands. Esqr. Brightman interrupted us by alleging that I told them I proposed to take the minds of the assembly, bnt I now called upon my brethren only. I replied I thought it proper to take the mind of the church first, and then renewed my call to the brethren, and they unanimously held up their hands. Then I told the assembly I desired all such from sixteen years old and upwards who were willing to join with the church in keeping the day recommended for the foresaid purposes, to signify it by holding up their hands, and a minor number did so. Upon this some cried out it was not a clear vote, and Abiel Henry told me he hoped I would call for a contrary vote. I replied nothing as I remember. Col. Gilbert moved that the next Thursday seven nights might be the day. I replied: If any of them had a mind to keep that day too, I had nothing to object, but the church voted to keep the day recommended by the Congress. Col. Gilbert alleged that the Congress was an unlawful assembly, and that if we received their advice and observed the day recommended, we adopted all their resolves. I replied I did not think it a proper time and place to debate those matters, and the assembly being in a great commotion, Col. Gilbert moved that it should be put to vote whether they would keep Thursday se'nnight as a day of thanksgiving. Accordingly I proposed to those that remained in the meeting-house that such as were disposed to keep Thursday se'nnight as a day of public thanksgiving and humiliation should signify it by holding up their hands, and a number of those that didn't hold up their hands for keeping next Thursday, held up their hands, but whether a major or minor I couldn't tell. This done, they were in motion to go out of the meeting-house, till I told them I hoped they would not run away without the blessing, upon which they stopped, and the blessing was given.

In such a storm as this it is no wonder that the frail little organization, which, in the fairest weather, had much ado to keep afloat, made shipwreck. Good Silas



CHRISTIAN CHURCH AND PARSONAGE.



CONGREGATIONAL PARSONAGE.

Brett carried his gray hairs and his children with him to Easton, where he died in 1791, at the age of 75. Col. Gilbert, his antagonist, took refuge in the British provinces, and his property at the center of the village was confiscated. In the distractions of the War of Independence and the agitated period which followed, the flock was scattered as sheep having no shepherd. But these vicissitudes only serve to illustrate the inextinguishable vitality of the church. The meetings for worship had not long ceased in the old meeting-house by Mother's Brook, when other congregations began to organize themselves to provide for the needs of the people. Peace had not yet been restored to the country, when (February, 1781) was established a church in the southern part of the town, which is now the First Baptist Church of Fall River. At a still earlier date, apparently, a church was gathered at the southern edge of Assonet village, and one at East Freetown. It need surprise no one, in view of the past history, that all three of the congregations which succeeded to the old parish church were identified with that denomination which is distinguished in all American history as the foremost champion of the principle of the mutual independence of church and State—the Baptists. The congregation at Assonet built its house of worship (in the years 1793-6) on a slightly hill-top, where the line of its foundations may still be traced. And here seems to have been the principal center of the town's religious life, within the rigid lines of doctrine and discipline that then characterized all Baptist churches. But about the year 1807 a remarkable change took place, which may be referred to a combination of influences. The whole country was feeling the "more abundant life" that pulsated through all the churches in that great revival at the opening of the nineteenth century, which has been called "The Second Awakening;" the reaction from the strenuous and narrow dogmatism of the dynasty of the Edwardian theologians was rising to its high tide in the

Unitarianism of Boston, and making itself felt even at this distance from that centre, and with these remoter influences was joined the influence of a powerful personality—that of the beloved and revered pastor of the church, Philip Hathaway. Under his leading nearly the entire church came to renounce their adhesion to the tenets of an exaggerated Calvinism, and to the exclusiveness of the Baptist fellowship, and to range themselves with “The Christian Connection,” which was just then beginning to crystallize about different nuclei in different parts of the



CHRISTIAN CHURCH, EAST FREETOWN.

country. The churches of this Connection in New England differed from the Congregational churches about them, in their protest against doctrinal tests as conditions of church fellowship, and against the requirement of a college education in all candidates for the ministry. From the Congregationalists of the present day they differ in no definable particular, except that of being organized into a distinct sect. The current setting toward the new “Connection” was so strong as to take with it both the Baptist Churches in East Freetown.

At Assonet there were visible and material signs of spiritual vitality. The Baptist meeting-house, which for a dozen years had been occupied in an unfinished state, was now completed with lath and plaster, and simultaneously those who cherished the memory or the tradition of the old parish church and of the godly ministry of Silas



CONGREGATIONAL CHURCH, BUILT 1809

Brett began to bestir themselves. Many things had taken place in the thirty years since Silas Brett had withdrawn in sorrow from the scene of his disappointed hopes. Peace had settled down upon the once distracted town, and with peace had come prosperity. In 1803 the thriving vil-

lage of Fall River had been set off as a separate town, and the reason which had fixed the meeting-house at Mother's Brook as central to the town had ceased to exist. There could have been little left but a ruin of the poor shell of a building which for nearly a century had passed through such vicissitudes of use and neglect; consequently, when the revival of the church led to the erection of a new house of worship in the year 1809, there could be no hesitation in placing it at the natural centre of the newly delimited town—the “Four Corners” of Assonet. As there must have been small remains of the old meeting-house, so there could have been but few survivors of the little company of twenty-one persons who constituted the church at the time of Mr. Brett's dismission. The church and society which undertook the work of building, was practically a new organization, and we cannot but admire the zeal and self-denial that disposed their scanty number to undertake a church building, which, in point of costliness and of architectural pretension, was so far in advance of anything previously attempted in the town.

The Christian community of the town of Freetown was thus organized for Christian work, worship and fellowship, substantially in the form which continues to this day. The two hamlets of East Freetown were provided with chapels, and the village of Assonet was doubly provided. Some of the more notable facts in the external history of the church since this time may be thus briefly stated.

About the year 1832 the old Baptist meeting-house that had stood for thirty-four years, and for twenty-five of them had been occupied by the “Christian” congregation, was superseded by the neat and commodious structure that still stands close alongside the foundations of its predecessor.

In the year 1868, on the occasion of the presentation to the North Church by Dr. Nathan Durfee, of Fall River, of an organ of thirty-eight stops, an addition of twenty

feet was made to the length of the church, providing thus an organ-room and choir loft, and in the basement a conference room; the galleries were lowered, and other improvements were effected.

In 1895 the South Church underwent extensive improvement and embellishment, and a parsonage was built.

In 1896 the old Friends' Meeting-House, which many years before had been moved from "Quaker Hill" almost to the northern boundary of the town, was torn down, and the present building erected.

In 1901 the quaint mansion known as the Captain Rufus Bacon place, was bought for a parsonage to the North Church, and largely repaired.

The following is an incomplete list of those who have served the town in one connection or another, in the ministry of the gospel:

IN THE TOWN CHURCH.

- 1704-1706. WILLIAM WAY.
1710-1711. JOSEPH AVERY.
1713-1715. JONATHAN DODSON.
1716—. THOMAS CRAIGHEAD.
1747-1776. SILAS BRETT.

IN THE ASSONET BAPTIST CHURCH.

(Incorporated by Act of General Court, June 23, 1797, but
Earlier Organized.)

- . DAVID SIMMONS.
—1807. PHILIP HATHAWAY.

IN THE ASSONET "CHRISTIAN" CHURCH.

(Organized May, 1807.)

- 1807-1821. PHILIP HATHAWAY.
1824-1832. JAMES TAYLOR.
1833-1834. WILLIAM COE.
1834-1837. ABNER JONES.
1838—. GARDNER DEAN.
1838-1839. DANA BRADFORD.
1840-1844. JAMES TAYLOR.

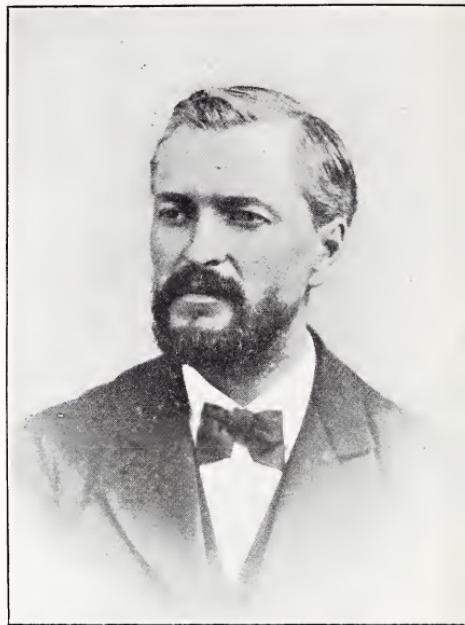


REV. P. A. CANADA.

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|------------|------------------------|
| 1844-1847. | JAMES S. MAXWELL. |
| 1849-1851. | SAMUEL S. WHITE. |
| 1852-1853. | FREDERICK PLUMMER. |
| 1854-1856. | ALBERT G. COMINGS. |
| 1856-1858. | GEORGE W. KELTON. |
| 1861-1865. | N. S. CHADWICK. |
| 1865-1867. | ABRAHAM JACKSON. |
| 1867-1869. | A. A. WILLIAMS. |
| 1869-1870. | JOHN BURBANK. |
| 1870-1872. | R. B. ELDRIDGE. |
| 1872-1874. | O. J. HANCOCK. |
| 1874— | W. G. WADE. |
| 1874-1875. | W. O. SWEET. |
| 1875-1892. | BENJAMIN S. BATCHELOR. |
| 1892-1895. | ABRAHAM L. BEAN. |
| 1895-1899. | G. A. CONIBEAR. |
| 1899— | P. A. CANADA. |



REV. A G DUNCAN.



REV. FRANCIS H. BOYNTON.

IN THE NORTH CHURCH, ASSONET.

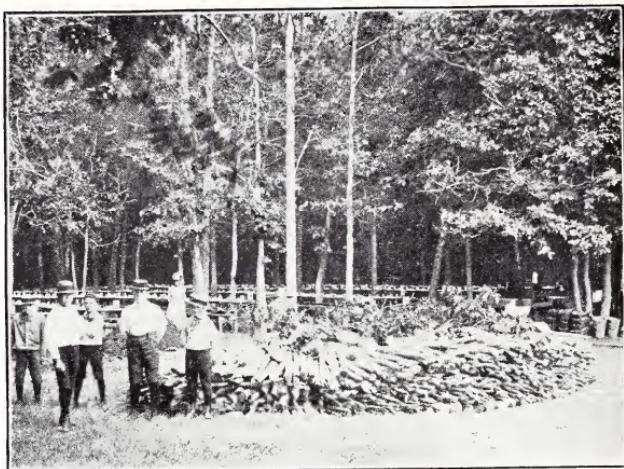
(Constituted by Council, April 26, 1807).

- | | |
|------------|----------------------|
| 1807— | CURTIS COE. |
| 1809— | LUTHER LELAND. |
| 1810—1811. | CALVIN PARK. |
| 1812— | GEORGE S. WHITE. |
| 1815— | PHILIP COLBY. |
| 1819—1820. | CHARLES NICHOLS. |
| 1820— | OTIS LANE. |
| 1822— | JAMES GURNEY. |
| 1827— | JOSEPH P. TYLER. |
| 1829—1836. | STETSON RAYMOND. |
| 1837—1845. | E. W. ROBINSON. |
| 1845—1846. | CHARLES CHAMBERLAIN. |
| 1848—1853. | SAMUEL WOODBURY. |
| 1853—1855. | JOHN E. CORY. |
| 1856—1867. | ABEL G. DUNCAN. |

- | | |
|------------|------------------------|
| 1867-1871. | FRANCIS H. BOYNTON. |
| 1871-1872. | GEORGE W. HATHAWAY. |
| 1872-1874. | WILLIAM H. CUTLER. |
| 1875-1876. | W. A. TENNEY. |
| 1877-1878. | WILL C. WOOD. |
| 1879-1880. | F. F. WILLIAMS. |
| 1880-1889. | GEORGE F. WALKER. |
| 1890-1891. | J. J. SPENCER. |
| 1898-1901. | WILLIAM F. WARREN. |
| 1901— | LEONARD WOOLSEY BACON. |



RESIDENCE OF MRS SAMUEL S. BARNABY.



CLAMBAKE GROVE.

THE ASSONET CLAMBAKE.

A HISTORY of Freetown would hardly be complete without some account of the Assonet clambake, given for so many years under the auspices of the Christian Church Society as almost to be reckoned in among its institutions. The idea of a bake as a means of raising money for the church originated with Swansea, and Assonet was the first to follow her lead. The first bake here was held in 1866, and the thirty-fourth and last in 1899. When the bake was proposed, there were many elderly conservatives to prophesy failure, but gradually patience and youthful zeal won the day. Willing helpers cleared Thresher's Grove, dug the clams, and supplied the vegetables from their own gardens. About three hundred dinner tickets were sold this first year, and the sale steadily increased until one year as many as eighteen hundred seats were taken. The average number sold was one thousand, the supplies necessary for this number being estimated at sixty bushels of clams, four barrels of sweet potatoes, three hundred pounds of fish, one thousand ears of corn, and two hun-

dred pounds of dressing. The dimensions of the bake were twenty-five feet by eight feet. Three cords of wood heated the stones, which were then covered with rock-weed and canvas.

There were other means for raising money on the grounds: a fancy table furnished by the Sewing Society, an ice cream booth, and cake, candy, flower, sandwich and coffee tables. These were common features of every bake. A variation appeared one year—1868, in the shape

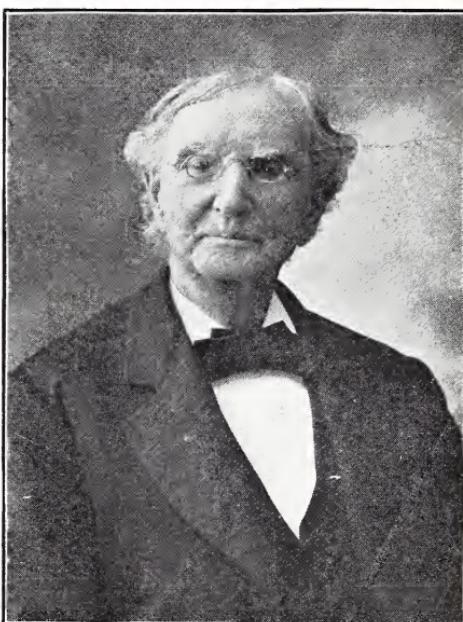


B. F. AIKEN.

of *The Assonet Messenger*, a four-page sheet, one-fourth of it reading matter, dealing with everything from praise of the clambake to the description of a Chinese wedding, the remaining space taken up by advertisements of Taunton, Fall River and Providence firms, friends of the bake promoters. An unexpected diversion was furnished in 1869 by the September gale. Many of the guests found their way home again in spite of falling trees and toppling chimneys. The *What Cheer*, however, could not return to

Providence until the next day, but lay all night tossing off Cudworth's Wharf, while her passengers found impromptu lodging and entertainment in the homes of the villagers.

Although in most respects the Assonet clambake was like any similar institution, it was unique in this, that it came to be *the* day of the year for meeting old friends and renewing old associations. For many years it was Assonet's Old Home Festival, looked forward to with



THOMAS LEEBURN.

eagerness, and remembered with pleasure. In time there grew to be a lessening of interest and a falling off in attendance, and finally the bake was discontinued altogether. The reasons for its decline are not far to seek. Many of its old patrons had either died or moved away from this section of the country, and secondly, competition had entered in to make it impossible that any but the fittest clambake should survive. The ubiquitous trolley-car and the frequent park and shore resorts, with their daily menu of baked clams, have come off conquerors.

SCHOOL HISTORY.

BY MRS. PAUL M. BURNS.

DURING the colonial and the provincial periods, the power to select teachers and to regulate the schools was vested in the town as a corporation, and not in any particular officer of it. From the year 1683—the date of the incorporation of Freetown as a town—until 1702, we find no records of school affairs, but in the latter year Robert Durfee, at a town meeting, was chosen town's agent, to obtain a man “to dispense the gospel and teach the children readin and ritin.” Two years later William Way accepted the trust, serving as minister and schoolmaster until 1707, when, by vote of the town, he was dismissed. Subsequent ministers must have served as schoolmasters, though no mention is made of the fact in the town records.

May 15, 1718, the next mentioned date, the town “mayde choyce of Jacob Hatheway to seek for a schoolmaster.” In October of the same year “Thomas roberts” was allowed thirty-six pounds for one year’s service “at three several places: Walter Chase’s, at or near John Howland’s, public meeting-house.” Roberts and the town did not agree, and at a meeting held February 14, 1721, it was voted “to seek a new schoolmaster.” The next few years it would seem that the matter of education was neglected, as there were repeated actions taken at various town meetings, but nothing definite done. In 1722 the town voted “to erect two schoolhouses at the middle of each half of the town from meeting-house or

center." School was to be three times removed during the year: "First, at meeting-house, second, lower part of town, third, upper part of town." In 1727 these two buildings were sold at public auction, one for two dollars, the other for five dollars. We next learn that in 1725 William Gaige was employed to teach school for one year for thirty-two pounds, he to provide his own board. During the three following years his successor, William Caswell, taught, with an increase in salary of six pounds. July 10, 1729, it was voted to build two schoolhouses. No record can be found of their locations. When we take into consideration the fact that at this time—1730—there were fewer than eighty families in all the wide extent from Quequechan Falls to Stacey's Brook, and then, further, think of this territory as a vast wilderness infested with wild animals, we shall not be surprised that children were not sent to school, or that the town was repeatedly indicted for not "having a schoolmaster as the law directs."

Ephraim Tisdale, in 1745, sold to the town "land with house thereon, situated between said Tisdale's home and Sonet Ould Bridge for 100 pounds old tenor." Tisdale was to furnish convenient seats and tables, and it was agreed that it should be finished to the "turning of ye key." The location of this building was in the village, a little south of the fountain, and on the opposite side of the street. It stood for twenty-seven years, and was then destroyed by fire. Shadrach Hathaway was in all probability the first teacher of this school. Tradition says he was a college graduate. He died December 3, 1749, at the age of thirty three, and lies buried on land owned by the late Daniel Macomber. He was one of the original members of Silas Brett's church. In May, 1748, it was voted to build "a schoolhouse twenty-four feet long and twenty feet wide, upon land in centre of town, near or upon spot on which ould schoolhouse stands." A building committee was chosen, but on January 27, 1755, this commit-

tee was dismissed, and "choyce mayde" of Nathan Simmons to finish said house. Thus we see that this building was in process of construction for seven years.

In 1747 what is known as New or East Freetown was added to Freetown, and in 1756 and 1757 the people of that section were allowed a proportion of the school money. Their first schoolhouse was erected in 1762, by Captain Elisha Parker, at a cost of twenty-one pounds six shillings. It was to be shingled "ruff and sides," and furnished with seats, and a "gude" brick chimney. It was located near Mason's Corner.

In 1770 the town allowed sixty dollars to the people over the "Great Ponde" to reimburse them for building a schoolhouse. In August of the same year the town voted to "Jas. Tisdale twenty-four pounds eleven shillings to keep school in New Freetown twelve weeks, in old part of town fourteen weeks, and at Assonet sixteen weeks."

The following is the enrollment of pupils in the town February 28, 1772, Elijah Briggs, teacher:

1. NATHAN BORDEN.	20. CALEB BRIGGS.
2. PATIENCE BORDEN.	21. RHODY BRIGGS.
3. HANNAH BORDEN.	22. RUTH NEGUS.
4. LUCY DURFEE.	23. EDWARD BRALEY.
5. NATHAN DURFEE.	24. ISAAC BORDEN.
6. SIMEON BORDEN.	25. BENJAMIN BRAYTON.
7. JUDITH BORDEN.	26. PELEG BRAYTON.
8. PHOEBE HATHeway.	27. RUTH BORDEN.
9. ROBERT HATHeway.	28. CHARLES DURFEE.
10. PRUDENCE HATHeway.	29. MARY BORDEN.
11. PERRY BORDEN.	30. JAMES BORDEN, JR.
12. STEPHEN BORDEN.	31. PARKER BORDEN.
13. LEMUEL CHACE.	32. ABNER BORDEN.
14. BETTY BORDEN.	33. ABE BUTLER.
15. WILLIAM DURFEE.	34. SAM. SHERMAN.
16. JAMES GIFFORD.	35. AARON BORDEN.
17. STEPHEN GIFFORD.	36. JOHN CHACE.
18. ELIHU GIFFORD.	37. ISAAC HATHeway.
19. FREELOVE BORDEN.	38. PERES SHERMAN.

- | | |
|---------------------|----------------------|
| 39. RUTH NEGUS. | 49. EZRA BORDEN. |
| 40. ISAAC BUTTS. | 50. ALDERMAN NEGUS. |
| 41. REBECCA DURFEE. | 51. JANE HATHeway. |
| 42. ISRAEL PERRY. | 52. JOSHUA HATHeway. |
| 43. GEORGE READ. | 53. SUSANNA BOWEN. |
| 44. ELIZA BORDEN. | 54. THOMAS DURFEE. |
| 45. HENRY HATHeway. | 55. SUSANNA BORDEN. |
| 46. ABIJAH DURFEE. | 56. THOMAS TURNER. |
| 47. ABEL BORDEN. | 57. MARY GIFFORD. |
| 48. RICHARD BORDEN. | 58. AARON TURNER. |
| | 59. EZRA LUTHER. |

One hundred years later, March 1, 1872, the enrollment was two hundred and sixty. Elijah Briggs was succeeded in 1772 by Shadrach Winslow, who was employed to teach two months in each section for twenty shillings per week with an additional allowance of six shillings per week for board. Winslow was the son of James, and the grandson of Captain Josiah Winslow and was born December 17, 1750. He entered Yale College in 1768, was graduated in 1772, and began teaching in that year. In 1783 he married Elizabeth Robbins and settled in Foxboro', where he practiced medicine. May 17, 1773, the town voted to build a schoolhouse at Assonet, "on spot of one purchased from Ephraim Tisdale in 1745, completed in 1746," that one having been destroyed by fire. This house was for many years the place where the town meetings were held. Joshua Howard Brett, son of Minister Brett, taught in this building. He afterward removed to Delaware Co., New York, where he practiced medicine. From 1773 to 1791 there are no records of interest in education. In 1791 the number of school districts was seven:

No. I, the south part of the town, now Fall River, consisting of forty-seven families;

No. II, from Valentine's Brook* to what is known as the Barnaby place, fifty-two families;

*This was a favorite resort of Abigail (Durfee) Valentine and after her death, it was referred to by her children as "Mother's Brook," by which name it is now known.

No. III, from the Barnaby place to the foot of Ridge Hill, including Bryant's Neck, fifty families;

No. IV, Assonet, fifty-eight families;

No. V, Slab Bridge and "Backside,"* forty families;

No. VI, the district east of Bolton's cedar swamp, forty families;

No. VII, the district westward from "Ye Greate Watuppa Ponde," seventeen families.

In 1798 the state required supervision of its schools. The ministers of the gospel and the selectmen, or a committee specially chosen for the purpose, were required to visit and inspect the schools once in every six months. This visitation was a formal and solemn affair. The dignitaries heard the classes read, examined the writing and ciphering books, and departed, leaving on the records their testimony to the good behavior and proficiency of the scholars. The chief text book in those days was the New England Primer, printed between 1785 and 1790. It contributed, perhaps, more than any other book, except the Bible, to the strengthening of those sturdy qualities that insured to America her liberty and her free institutions. The print was small, irregular and hard to read. The eyes that pored over it by fire-light or by candle-light must have ached. It contained some curious cuts of animals and odd looking trees, but the children who read its pages never heard of Nature study. The only history studied was that found in the Bible. Not very much was known about the size and shape of the world in those early days, and indeed such knowledge did not seem important to the people. The world was a place to fight in and to die in. The writing books had copies set by the teacher. While she mended pens (goose quills), the children brought up their exercises for inspection. Severe was the punishment for a blot, and happy the child who

*"Backside" was the term used by the people living on the east side of Bolton's cedar swamp to designate the district lying to the west of said swamp.

could write well, for graceful penmanship was considered a great accomplishment. "Doing sums" was no trifling matter, although it made no demand on the reasoning powers of the child. The work was done by rules easily learned and applied. Examples in multiplication having as many as fifteen figures in each factor were but ordinary feats of skill. George H. Martin says, "In its tax upon the mental power of children the arithmetic work of a hundred years ago was play compared with modern requirements."

It was not until 1795 that Freetown, in compliance with the state law mentioned above, saw fit to choose her school committee. It consisted of Nathaniel Morton, Benjamin Durfee, and Benjamin Weaver. They had special instructions to divide district No. V, and in September, 1796, rendered the following report: "that the Chipway road, so called, be the dividing line in said district; that the school house be erected a few rods northwesterly from the house of Capt. Peregrine White, this district to be known as No. VIII, the other part to be still known as No. V." New buildings were erected by George Taber in each district, and were ready for use in 1798, the cost to the town for the erection being £65, 4d. each. This same year, 1798, "Assonet district was subdivided to be known as No. IX and No. X. The children north of Capt. William Read's place, on Taunton road, to attend No. IX, and those north of the Tisdale lot, No. X." The school buildings were erected, the one near the residence of the late Philip J. Tripp, the other at the top of the hill, a little west of the home of Col. Richmond.

The latter schoolhouse was built by Simeon Webster, for the sum of one hundred and forty dollars. It was twenty-five feet wide by thirty feet long, with eight-foot posts. The walls inside were covered with matched pine boards, and it was plastered overhead. There were two windows on the front or east side, one on the south, two on the west, and none on the north. The door was in the

northeast front corner, and opened into a six by six foot entry, partitioned from the main room by unmatched boards. A door with a wooden latch and a leather string opened into the main room. There were no shades to the windows, no maps nor pictures. In the north end was a large fireplace, in which four-foot wood was burned. At the right was the desk, which was simply a frame of planed pine boards three by six feet, standing four and a half feet high. The desks for the older pupils were pine planks two feet wide, arranged in a continuous line around three sides of the room. These planks were fastened to the walls by cleats, and were inclined toward the centre of the room. The seats were a continuous line of planks on uprights, at the height of a chair, and without backs. Seated in this way the back of each child was toward the centre. The younger children sat on benches made by boring holes in planks, into which short legs were placed. These, too, had no backs. There was no receptacle for books and slates, except now and then a small individual drawer hung underneath the plank desks. The building committee would not accept this house after completion "unless said Webster would relinquish \$8, which he did." In 1835 seventy scholars attended this school.

The Assonet district now had seventy-eight families, and maintained two schools. "The north subdivision included children from the Ould Bridge to Capt. Wm. Read's;*" from the west end of Water street to the home of Nat Hatheway."[†] The south subdivision extended from "the foot of Ridge Hill to the Ould Bridge, including all families on Terry Road." The schoolhouse was first located near the site of the present Christian Church, but was afterward removed to the site opposite the Pound. Not long ago the hearthstone of the old schoolhouse was discovered lying beneath the walk in front of the Christian Church.

*The site of the house now owned by Miss Sarah Porter.

†The site of the house now occupied by Mrs. Mary Fletcher.

It would seem at this time that the districts were growing more responsible for the support of the schools and that the executive duties were being vested in the district committees. In 1803 was established the custom of the selectmen of calling a meeting of citizens in each school district, and of choosing a committee of three to "superintend the business of said district." Each district was to have the care of the schoolhouses, and keep them in repair, "on its own account." This same year—1803—the south part of the town was set off, and known as Troy. This necessitated a change in district lines, and in 1805 Benjamin Weaver, Charles Strange and Job Morton were chosen "to revise districts and adjust arrears of schooling from 1801 to 1805." By reference to the preceding pages it will be seen that districts I and VII now belong to Troy. Districts formerly II and III were united as South District No. I; Assonet West, No. II: Assonet East, No. III, late No. IX (Tripp's), now No. IV; late No. X (Forge). now No. V; late No. V (Slab Bridge), now No. VI; late No. VIII (Peregrine White's), now No. VII; late No. VI (East of Bolton's cedar swamp), now No. VIII.

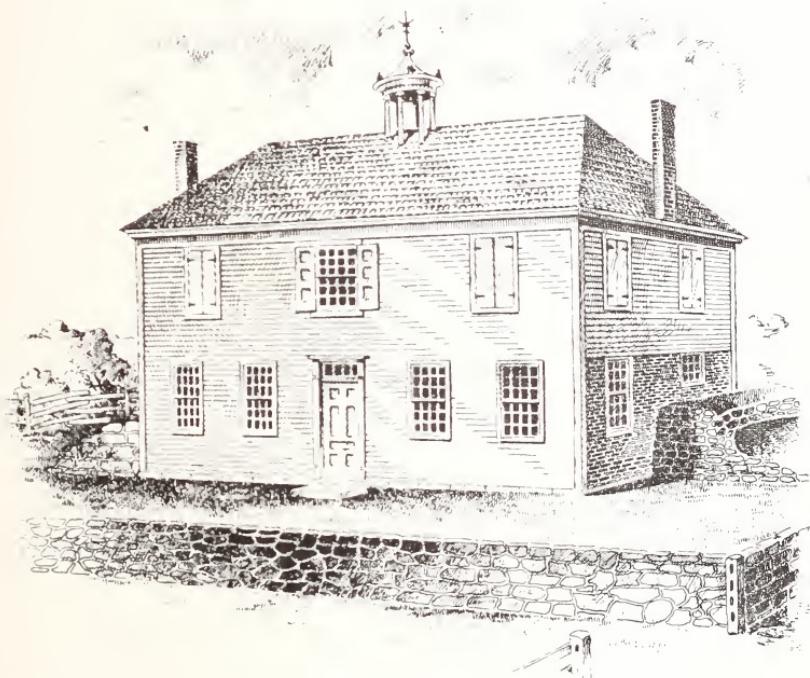
"Amount due each district according to recorded report of committee :

South District. No. 1.....	\$187 91
Assonet West, No. 2.....	52 38
Assonet East, No. 3.....	41 89
No. 4.....	74 17
No. 5	59 15
No. 6	24 60
No. 7.....	49 20
No. 8.....	54 50

BENJAMIN WEAVER,
CHARLES STRANGE,
JOB MORTON, } Committee."

About the year 1804 a new schoolhouse seemed necessary in East Freetown, and Col. Benjamin Weaver, William Rounseville and Washington Hathaway were chosen

a committee to inspect all the town schools, and report. They reported the need of a school in the neighborhood of "Backside," and recommended that it be built on land belonging to Shubel Howland, located a short distance north of the residence of Alden Lucas. In the same year the town voted to purchase "a lot of land that belongs to Wm. Leonard, for a schoolhouse for the northerly part of Assonet district, if it can be purchased for \$100." A build-



THE OLD TOWN HOUSE

ing of two rooms was desired, which should be known as the Town House, and should be "for the reception of the poor, and to keep school in forever." The old house near Assonet Bridge was to be sold at public auction. The committee appointed reported at a subsequent meeting that, in their opinion, this building could be erected for eight hundred dollars. In 1809 Dean Read was allotted the contract to build it, for eight hundred and fifteen dol-

lars. The old school building was sold at auction for three hundred and ninety dollars, and finally became the property of Captain Edmund Hathaway.

The first election of a general school committee was made in 1813. This committee consisted of Joseph Weaver, Earl Sampson and Hercules Cushman for the old part of the town, and William Rounseville, Job Morton and Malachi White for the new part. But the people were so dissatisfied with this plan that the following year they voted to "return to plan of 1803." April 19, 1814, it was voted that "Capt. J. Strange, Major Jos. Weaver, Capt. Benj. Lawton, Edmund Pierce and Capt. Lynde Hathaway for the old part of the town, and Job Morton, Esq., Deacon Abram Ashley and Mr. Josiah De Moranville for the new part, be a committee to divide, subdivide and revise the school districts, as shall be found indispensable." August 15, 1814, they rendered the following report; "Beginning at the dividing line between Freetown and Troy, with the house and family of Stephen Barnaby and Ebenezer Miller, from thence on post road northward and eastward to Ephraim Hathaway's and to Wm. Borden's north line, 24 families making District No. I; hence, along post road, including house of Pearce Phillips,* and all families on Bryant's Neck, to John Dene's, foot of Ridge Hill, 26 families making District No. II; from guide post near the old Quaker meeting-house, and from post road south-easterly on Bedford road to Cedar Post, or the house of Jacob Hatheway, all families within reach, District No. III." A school building situated between the house of Silas Terry and that of Samuel Bragg was probably the one used for this district. District No. IV extended from "the foot of Ridge Hill to Four Corners, including the widow Sarah Chase, containing thirty families; District No. V from Four Corners on both sides down Water street, westly from the house of Elder Philip Hathaway, to the house of James Marbel comprising twenty-

*Now the residence of Frank F. Terry.

nine families." The school building was located a little west of the gunshop. "Beginning with Washington Hathaway's family on the north side of Water street to Four Corners, up both sides of Taunton road to home of Captain Bliffins; on Plymouth road to house of Nat Hathaway; from guide post at Mill Bridge, on Slab Bridge road to home of Dan Hathaway 31 families, known as District No. VI. Forge district to continue and remain *in statu quo*, 30 families, District No. VII; lastly all families on Taunton Road, from Captain Bliffins' to T. F. tree,* 13 families, District No. VIII."

In 1815 the town chose a general school committee, while the residents in each district chose a "prudential committee," frequently referred to as school agents. "The school committee were to judge the qualifications of school-masters; the school agents were to notify the proper inhabitants of districts in which they respectively resided to attend school meetings whenever required to do so by the people thereof." The committee for the new part of the town reported the necessity of a division of the district known as "Backside" and recommended the erection of a schoolhouse nearer the Furnace. This building was completed in 1818 on land of Cornelius Chace at the eastern extremity of the Chace road, and was used for school purposes until the year 1861 or 1862 when a new schoolhouse was built several rods west of it, and the old one sold to Reuel Washburn. In 1816 the two districts south of Ridge Hill were united, but in 1820 the records show that their school building was burned. When rebuilt it was located on land of Captain Job Terry, near the present site of C. P. Hathaway's harness shop. It remained here many years, but finally, in consequence of the increased population on Bryant's Neck, it seemed desirable to change the district line and move the building farther north. Captain Terry strongly objected and forbade the

*Taunton-Freetown tree.

removal. The following is the action of the town relative to this matter: Voted that "the whole difference as to division lines between districts be referred to a committee to consist of three persons, and said committee be and are hereby authorized to establish such lines conditionally or absolutely as school committee shall think expedient;" and voted that "the school committee be a committee to settle difference in districts I and II agreeable to vote on E. P. Hatheway's motion." The committee evidently



OLD SOUTH SCHOOL HOUSE

[From Painting by M. E. N. HATHEWAY.]

sided with the majority, for the building was moved in spite of Captain Terry's protestations, and the next year, 1842, the town voted to pay him \$5.44 which he had expended in instruction of school in district No. I."

The old building near the dwelling of Thomas Lucas, was in 1823 removed to the Braley district and situated where the "Chipway road and Proprietors' way cross." The town voted "\$50 to defray the expense of removal and putting in repairs." The five districts in New or

East Freetown are now known as Quanapoag No. IX; Slab Bridge No. X; Braley No. XI; Mason's No. XII; and Furnace No. XIII.

In 1843 was published the first report of a school committee to the citizens of the town. The election of school committee for a period of three years was first made in 1858. Thomas G. Nichols was elected for three years, Philip J. Tripp for two years, and George Tyler for one year.

In 1850 the Forge district was divided and a school maintained near Seth Howland's home on the Howland Road. How long this continued is uncertain, but probably several years. The "Old Forge" held its last session during the winter of 1856 and '57, with Rev. A. G. Comings as teacher. The present Forge School building was erected in 1862. In the meantime some of the children were sent to the village school, and some to an improvised school opened in the "corn crib" which stands in the yard of the late Daniel Macomber. In 1859 Districts No. VI (Village), and No. X (Slab Bridge) were united, and in the following year Districts No. V (Water Street) and No. VIII (Tripp's) were added thereto.

The next important question to be decided was the abolition of the school district system. A great majority clung to this system with unyielding tenacity, but the good sense of the people finally prevailed, and, after the question had been submitted to them for five successive years, it was carried in 1869 by a vote of forty-three to forty. The threatened loss of seventy-five dollars of the State School Fund undoubtedly helped the citizens to vote on the right side. Massachusetts in 1882 made the abolition of the school district system compulsory, thus ending one of the longest and most stubbornly contested controversies in the school history of the state.

In the early part of 1869 a new house was built in the south district, the scholars attending, during its erection, the neighboring school most convenient for them. After

the completion of this house the Pound school was discontinued and the scholars in that district were added to the South and Village districts, which gave the opportunity, so long desired, of grading the village school. In this same year, 1869, the old buildings known as the Pound, Forge, and Tripp were sold and subsequently converted into dwelling houses.

Although improvements have been made in school accommodations and management from year to year since 1869, few of them are noteworthy. The school-rooms today are well lighted and well ventilated and as efficiently equipped as the average country school. The teaching force is good. The text-books since 1884 give equal opportunities to all. When we hear people sigh for the good old days, "when I was a boy," we should know that education fifty years ago consisted of memory tasks, mostly meaningless, to which children were driven by fear of the rod. Of the numerous teachers who were employed here during some part of the century just closed, few believed in sparing the rod. But memory dwells rather upon the patience and tact of those instructors, and calls up many names ever to be honored and cherished. Among them may be mentioned Stephen Crary, Harriet Briggs, Philip J. Tripp, Walter D. Nichols, Elizabeth G. Hathaway, Susan Phillips, Nancy Gray, Jennie Harper, Minnie Chace and Melora Whitcomb. No doubt there are others, but the writer's attention has been directed to these as deserving of special mention.

From among those who have contributed to the cause of education, the name of Florence Hathaway, now Mrs. Crowell, should not be omitted. To her belongs the honor of being the first woman in this town to exercise her privilege of voting on school affairs. She was also the first woman here to serve in the capacity of school committee, to which office she was elected in March, 1891. Though no longer a resident, her influence is still felt, and will continue to be felt by rising generations.

In March, 1890, Freetown voted to unite with any other town or towns in the employment of a district superintendent of schools; but it was not until ten years later, April, 1900, that a union with Swansea and Seekonk was effected and a superintendent employed. This may be considered the last important change in the educational system of this town. May its citizens constantly strive to cultivate a progressive spirit in the conduct of its schools, with open mind to recognize the best and will to appropriate it, for in public education lies social safety.

An article of this kind would hardly be complete without some mention of the private schools which existed in such numbers in the past century, and of which Freetown had her share. In 1796 the town voted "to give the use of the schoolhouses within the town, when not in use by the town," for private schools. It would be impossible to mention all who taught private schools, but a great injustice would be done should the name of Pulcheria Cordelia Olivia Bump fall into oblivion. Mrs. Bump was an Olney, and it is said, was connected with the family of ex-Secretary of State Olney. Her home was at Providence, and it was while a student at Brown University that Dr. Bump became acquainted with her. They were subsequently married, and located here about 1818. The Paddock house became their permanent home. Here Mrs. Bump opened a private school and taught music, painting, embroidery and French to the young people of the town. Dr. Bump gave instruction in Latin. Mrs. Bump was a woman who awoke the admiration of all with whom she came in contact for her pleasing manners and easy conversational power. Her influence in arousing their ambition and in forming their taste was an appreciable factor in the lives of all her pupils. To her may be given the credit of much of the culture and refinement here today.

In the upper part of the gambrel-roofed house on the north side of the "Assonet Great Bridge" was a hall in

which Benjamin Crane kept a private school of much note. He was the father of Edward Crane, who at one time edited an American paper in Paris, and who rendered assistance to the Empress Eugenie in her flight from France.

Many other men of recognized educational ability have gone forth from this little town and held honored places. It is not the purpose of this chapter to summar-



RESIDENCE OF WILLIAM DEAN.

ize all the various individuals who have been teachers or been graduated from the higher institutions of learning. Yet it is a noteworthy fact that on the records of Berlin University, of Holyoke, Brown, Yale, Harvard, Union, Smith, Radcliffe, Cornell, and Wellesley Colleges of Massachusetts Institute of Technology, of the Worcester Polytechnic and Pratt Institutes, may be found enrolled the names of the sons and daughters of "Ye Ancient Town of Freetown."



GUILFORD H. HATHAWAY LIBRARY.

THE GUILFORD H. HATHAWAY LIBRARY.

THE GUILFORD H. HATHAWAY LIBRARY is a pretty little building occupying a central position in Assonet Village. It was built in 1895, and given to the town by Miss E. Florence Hathaway, now Mrs. J. F. Crowell, as a memorial of her father. The gift was especially appreciated by the people, because they had grown to realize that the town-office, which had served them as library for three years, was quite inadequate to their growing needs, besides causing much inconvenience to the town officers. This makeshift library was, however, an important step in the right direction, and one for which we have again to thank Miss Hathaway. It was she who by her own personal efforts so interested the town in the question, that finally at the Town Meeting held in March, 1892, it was voted to organize a library. Mr. George B. Cudworth, Mr. Gilbert M. Nichols and Miss Hathaway



GUILFORD H. HATHAWAY.

were appointed as trustees, and the appropriation of twenty-five dollars made, necessary to establish a claim on the one hundred dollars offered by the State. The State sent promptly its money equivalent in books, and the library was begun. Books were distributed and received twice a week, Miss Hathaway giving her services as librarian every Thursday afternoon, and Mr. Cudworth and Mr. Nichols alternating on Saturday nights. To meet the

growing demands of its patrons, Miss Hathaway solicited money, and received encouraging returns from Mrs. Rachel Plummer, of Assonet, Mr. Bailey Evans, of Providence, and Mrs. Mary M. Gager of Brooklyn, N. Y. When the library began to outgrow its limits, and there was talk of moving to another part of the Town Hall, Miss Hathaway came forward with her generous proposition, and the present library was the ultimate result. Mr. John D. Wilson gave the lot, the charge of building was undertaken by Mr. Cudworth and Mr. Nichols, and the work was promptly and satisfactorily carried through. The library was ready for the public in the fall of 1895, and at once found eager and appreciative patrons. Its main room is amply lighted day and evening, and is furnished with a reading-table well-stocked with current magazines and weeklies. These are a gift from the ladies of the Tuesday



MRS J F CROWELL
(Formerly E. FLORENCE HATHAWAY.)

free in consideration of her services as librarian. Miss Charlotte Nichols has kindly given much of her time on Saturday evenings.

The town has never ceased to be grateful for Miss Hathaway's gift, and appropriates annually an increasing amount for its maintenance. This and the income derived from a bequest of \$500 made by Mrs. Gager in 1899 insure to the town a steady and satisfactory growth in one of its most useful institutions.

Club, an organization also owing its origin to Miss Hathaway. The volumes now number about twelve hundred and fifty. They are selected by the trustees, Mr. Cudworth, Mr. Nichols, and Mrs. H. M. Irons, the last elected to take Miss Hathaway's place when she gave up her residence here in 1895. The building has no regular attendant, but is placed in charge of the postmistress who has her office here rent-



JOHN D. WILSON.

MILITARY HISTORY.

BY COL. SILAS P. RICHMOND.

THE WRITER fully realizes that this brief chapter will not do justice to the subject in hand; but he will make it as broad and comprehensive as his ability will permit, and vouches for its *truthfulness* as far as his knowledge extends.

During the struggle of Plymouth Colony with the Indians, that portion of the country which later became the Freemen's Purchase was mostly occupied by the red men. Hence we find but few white men from that locality mentioned in the Indian wars. Samuel Nash, the owner of the twenty-first lot, where Assonet now stands, commanded a force against the Indians in 1645. And there were some men from this section who served with that great Indian fighter, Colonel Church. Colonel Thomas Gilbert commanded a company in the forces sent to Cape Breton in 1745. Later he was lieutenant colonel of Second Regiment, Bristol County Militia, under Colonel Ezra Richmond, and fought in the French and Indian War. He was a Tory and commanded a battalion in the King's forces in the Revolutionary War, and General Gage sent him an "espontoon."

For a long time Colonel Gilbert was a man of wealth and a leader in Assonet; and many men who were secretly Whigs dared not declare their principles for fear of him. But later the Whigs obtained control and Colonel Gilbert was driven out and his property confiscated. Captain Ambrose Barnaby was one of the most wealthy men in

Freetown in 1750, and at that time he was a Tory, but later he became a Whig and exerted great influence in the Patriots' cause.

Captain Levi Rounsvill was a Tory in 1768, but later became a Whig, and was captain of the Minute Men of Freetown who responded to the first call, known as the "Lexington Alarm," April 19, 1775. The roster of the company was as follows:— Captain, Levi Rounsvill; Lieutenants, Samuel Taber and Natt Morton; Sergeants, John White and Consider Crapo; Corporals, Joshua Lawrence and Seth Hilman. Privates, Philip Taber, Uriel Peirce, Benj. Lawrence, Abiel Cole, Consider White, Jesse Keen, Jacob Benson, John Clark, John Braley, Percival Ashley, Ichabod Johnson, Michael Ashley, Seth Morton, Jeff Sachems, Israel Haskell, Louis DeMoranville, Abram Ashley, Charles DeMoranville, Aaron Seekel, Abner Haskins, Benjamin Runnels, Thomas Rounsvill, Peter Crapo and Joseph Hacket.

The first company of militia was formed in Freetown in 1683, and was commanded by Thomas Terry. This company retained its organization for more than one hundred years, and had two terms of service in the War of the Revolution, and was commanded in that war by Captain Benjamin Read. The roll of the company in 1780, was as follows:—

Captain, Benjamin Read; Lieut., Philip Hathaway Jr. Ensign, Benjamin Evans; Sergts., Guilford Evans, Samuel Hathaway and Silas Hathaway; Corps., David Douglass and John Payne; Musicians, James Winslow and George Winslow; Privates, Ephraim Briggs, John Briggs, Abner Briggs, Daniel Braman, Isaac Burbank, Greenfield Chace, Jesse Cudworth, Gilbert Chace, George Chace Jr., Richard Clark, Fairfax Chace, Thomas Evans, John Evans Jr., Guilford Grinnell, Daniel Grinnell, Benjamin Grinnell, Jonathan Hathaway Jr., Seth Hathaway, Joseph Hathaway, Robert Hathaway, James Hathaway Jr., Silas Hathaway, Eben Hathaway, Peter Jucket, Job Keen,

Walter Nichols, Solomon Payne, Warden Payne, Job Payne, Benjamin Porter, Samuel Richmond, Rufus Raymond, William Read, Isaac Record, Charles Strange, James Strange, Lot Strange, Job Terry, Solomon Terry, Abiel Terry Jr., Benjamin Weaver, David Winslow, Oliver Winslow, William Winslow, Richard Winslow, Ezra Winslow and Thomas Winslow.

The second company of Freetown, Capt. Henry Brightman, and the third company of Freetown, Capt. James Norton also participated in this campaign. These companies served in a regiment of which John Hathaway was Colonel; Sylvester Richmond Lieut.-Col.; Manasseh Kempton and Joseph Durfee Majors. Capt. Benjamin Weaver commanded a company in the Patriot Army and was promoted to Lieut.-Col. July 10, 1788.

Col. Joseph Durfee commanded the forces which repelled the British attack on Freetown at Fall River, May 25, 1778. Capt. James Richmond and Jonathan Richmond were in the marine service of the Patriots, 1778-80.

Jail Hathaway and George Chace were captains in Col. Thomas Gilbert's battallion of Tories.

David Valentine of Fall River, in Freetown, was the general of the Bristol County men in the Shays Rebellion. He fled to England after the defeat of the rebels, but afterwards returned and was pardoned. No other prominent men in Freetown were with the rebels at that time.

Capt. Benjamin Weaver, who commanded the first Company of Militia in Freetown at that time, by the vigilance of himself and his men, saved the government supplies from falling into the hands of the rebels.

Freetown furnished two companies in the War of 1812. The roster of the first company was as follows:

Captain, Lynde Hathaway; Lieut., Thomas Burbank; Sergts., Joseph Evans, Preserved Cotton and Joseph Evans 2d; Musicians, Calvin Payne and William Winslow; Privates, Zephaniah Andros, Thomas Booth, William Burr, Luther Briggs, Isaac Burbank, Josephus Briggs,

John Briggs, Stephen Burden, Holder Chace, Edmund Chace, Simeon Chace, Samuel Chace, Gilbert Chace, James Chace, John D. Cudworth, Michael Chace, Daniel Douglass Jr., Paul Davis, John Dean, John Dean 2d, Ebenezer Dean, King Dean, Benj. Dean Jr., Joshua Downing, William Evans, Lemuel Edminster, Ephraim Hathaway, Daniel Hathaway, Lot Hathaway, Michael Hathaway, Joseph Hathaway 2d, Ennis Hathaway, Jason Hathaway, Henry P. Hathaway, Noah Hathaway, Bradford Hathaway, John Haskins, Malachi Howland, Seth Howland, Enoch Hathaway, Silas Hathaway, Philip Hathaway, Malbone Hathaway, Joseph Marble, Ebenezer Miller, Mason Martin, Charles Marble, William Nichols, John Nichols, Henry Payne, Baalis Phillips, Peirce Phillips, Solomon Payne, Abram Payne, George Pickens, Adino Paddock, Henry Porter, John V. Pratt, John Read, Dean H. Read, Joseph Read, Thomas Randall, Benjamin Raymond, Abram Richmond, Isaac Richmond, Samuel Richmond, Gilbert Staples, John Strange, Joshua Seekel, Joseph Terry, Thomas Terry, Silas Terry, John Wilkinson, James Webster, Darius Wilbur, Barnaby Winslow, Ephraim Winslow Jr., Gilbert Winslow, Kenelm Winslow, William Winslow.

The roll of the second Company was as follows:

Capt., Simeon Ashley; Ensign, Samuel Macomber; Sergts., Bishop Ashley, John Rounsvill, Gilbert Rounsvill, Philip Taber, John Allen, Benjamin Ellis, Josiah DeMoranville, and Clark Haskins; Musicians, Ephraim Gurney and Thomas Rounsvill Jr.; Privates, Abram Ashley 2d, Abram Ashley 3d, Taber Ashley, Thomas Ashley, Leonard Ashley, Jonathan Braley, Job Braley, Abiel Briggs, John Bent, Asa Clark Jr., Joseph Clark, George Cummings, J. Cummings, William Case, Frederick Downing, James Gorham, David S. Hathaway, Philip Hathaway, Natt. Hathaway, Natt. Jucket, David Lawrence, Spencer Lawrence, Asel Lucas, Hezekiah Mason, Noah Perkins, Ira Pittsley, Abram Pittsley, Alexander Pittsley,

James Pittsley, Mike Reynolds Jr., Wilbur Reynolds, Luther Rogers, Silas Rounsville, John Tobey, James White, John White, Malachi White, Samuel White, Jr., Wm. Westgate.

Company "G" of Assonet in Freetown was chartered on petition of Robert P. Strobridge and fifty-two others. The petition was granted in General Order No. 12, Boston, Mass., June 7, 1850, "providing that within six months at least forty-eight men shall be enlisted." Silas P. Richmond, John W. Marble, Ebenezer W. Peirce and George D. Williams signed the enlistment paper on June 8, 1850, and forty-seven others signed within the next two days. On June 14, 1850 an election of officers was ordered in General Order No. 14, directed to Robert P. Strobridge. June 29, 1850 officers were elected as follows: Capt., Ebenezer W. Peirce; 1st Lieut., Augustus C. Barrows; 2nd Lieut., Giles L. Leach; 3d Lieut., John W. Marble; 4th Lieut., Daniel H. Cudworth. By General Order No. 78, July 5, 1850 the Company was lettered "G," and attached to the 3d Regiment, 2d Brigade, 1st Division, M. V. M. July 10, 1850 Robert P. Strobridge was appointed first sergeant and clerk.

The first duty of the company was in the escort at the funeral of President Taylor in Boston, August 15, 1850. During the following ten years the company was commanded by Captains Augustus C. Barrows, John W. Marble, Silas P. Richmond, James M. Mathewson, and John W. Marble a second term. Company G was the school of the officers and forty-two of the soldiers of Freetown who fought in the war to preserve the Union.

In the Civil War of 1861-5, Freetown responded nobly. At that time there were two hundred and forty men in town between the ages of eighteen and forty-five who were able to do military duty. Of these, one hundred and fifty-five men enlisted and served the United States, many of them serving two and three terms each; and of these, *eighteen were commissioned officers*, including one General, two Colonels and a Major. A large number of them

laid down their lives, on the field of battle, in the hospitals and in the rebel prisons, for the Union they loved.

The "Minute Men" from Freetown who went to the front April 15, 1861, were:—Brig. General Ebenezer W. Peirce; Capt. and A. D. C. Silas P. Richmond; Capt. John W. Marble; 1st. Lieut. Humphrey A. Francis; 2d Lieut. John M. Deane; Sergts. James H. Hathaway and George D. Williams; Corps. Frederic Thayer and Chester W. Briggs; Privates James C. Clark, James H. Haskell, Russel Haskins, Ephraim H. Haskins, Charles R. Haskins, George H. Haskins, Uriel M. Haskins, David B. Hill, Russel H. Hathaway, John Malcom, Columbus Peirce, Luther Pickens, George F. Putnam, Edward E. Read, Welcome H. Richmond, James H. Whittaker and Benedict A. Winslow.

The Freetown men who went into the field with the 3d Regt. Mass. Vols. in 1862, were:—

Col. Silas P. Richmond; Capt. John W. Marble; Sergts. James H. Hathaway, Stephen Hathaway and Frederic Thayer; Corps. Uriel M. Haskins, Ephraim H. Haskins and David B. Hill; Privates Albert B. Ashley, Francis G. Briggs, Franklin J. Chace, Sumner J. Chipman, George Duffee, Andrew T. Hambly, George H. Haskins, James H. Haskell, Otis Haskell, Aaron D. Hathaway, Andrew J. Hathaway, Lynde Hathaway, Andrew J. Horr, Shubael G. Howland, Thomas W. Murtaugh, George A. Paine, Edwin H. Rennis, Edwin S. Rounsville, Simon D. Rounsville, Asa Spooner Jr., Benedict A. Winslow, George F. Wilcox and Marcenah B. Wilcox.

The men from Freetown enlisting in the 29th Regt. Mass. Vols., were:—Col. Ebenezer W. Peirce; Major John M. Deane; Capt. George D. Williams; Lieut. Charles G. Bosworth; Corp. Martin Van B. Haskell; Musician James Booth; Privates John Booth, Abram Haskell, Ephraim Haskell, William Haskell, Henry L. Hill, Michael Malony, Albert R. Pittsley, James Pittsley, William Pittsley, Culbert Reynolds, Cornelius Westgate, Elisha

Westgate, Elisha B. Westgate, John Westgate, Joseph Westgate, Joseph L. Westgate, Preserved Westgate and Edward Wilbur.

The Freetown men who joined the 58th Regt., Mass. Vols., were:—Col. Silas P. Richmond; Lieut. Ephraim H. Haskins; Sergts. Aaron D. Hathaway and Abram T. Haskell; Corps. Marcenah B. Wilcox and Peter A. Maker; Privates Francis G. Briggs, Thomas Brown, Enos B. Payne, Philip A. Wilcox, Alson G. Ashley, Abiel Hathaway, David B. Hill, William E. Pratt, William S. Winslow, Jonathan Hervey, Richard A. Macomber, George E. Patterson, Charles H. Read, Octavius V. Robinson and Benedict A. Winslow.

The men from Freetown who served in the 22d Unattached Co., Mass. Vols., were:—Capt. John W. Marble; Lieuts. Uriel M. Haskins and Chester W. Briggs; Sergts. Fred. A. Thayer, Sumner J. Chipman and Andrew J. Hathaway; Corps. Welcome H. Richmond, George H. Haskins, Franklin J. Chace, Edwin T. Rounsville, Edwin R. Philips, Wm. R. Dean, Andrew J. Thresher and Eugene Hathaway; Privates Alexander E. Bragg, Ebenezer Briggs, Sylvester R. Briggs, Azel Chace, George B. Cudworth, Reuel W. Davis, George H. Dean, Albert A. Evans, Andrew T. Hambly, Abram H. Haskell, James H. Haskell, William Haskell, Job. T. Hathaway, Lynde Hathaway, Samuel C. Hathaway, George O. Houghton, John H. Kennison, Simeon C. Leach, Job F. Lucas, Peter A. Maker, John H. Nichols, Charles C. Payne, Henry B. Payne, Lewis P. Phillips, William Pratt, William H. Pratt, John B. Rose, Philander Rounsville, Hiram H. Simmons, William Thorpe, Joseph B. Weaver, Thomas Westgate, Ambrose B. Winslow, Joseph W. Winslow, Kenelm Winslow, William H. Winslow and Ellery Wyatt.

The Freetown men in the U. S. Navy were:—Engineers, Elbridge Lawton and Andrew Lawton; Ensign, H. Elbridge Tinkham; Pilots, James W. Burr and William Read; Seaman, R. A. Macomber and John H. Peirce.

The following Freetown men served the United States in 1861-65 in other organizations than those before mentioned:—Capt. Albert B. Ashley, 4th Mass. Cav. and U. S. C. T.; Capt. Darius A. Cudworth, 18th Mo. Vols.; Capt. James R. Mathewson, 7th Mass. Vols.; Lieut. George Durfee, 4th Cav. and U. S. C. T.; Lieut. George H. Winslow, 26th Mass. Vols.; Henry H. Sproat, M. D., Asst. Surg., U. S. C. T.; Capt. Hiram B. Wetherell, Q. M., U. S. A.; Horace G. Ashley, Francis Allen, John H. Alton, Alson G. Ashley, Alonzo H. Braley, Philo L. Braley, Cornelius E. Bliss, Robert Brand, George W. Burnham, Thomas E. Bliffins, Franklin G. Chace, Fisher A. Cleveland, William A. Case, Azel Chace, Joshua Elsbree, George W. Ellis, William H. Fisher, (Mexican War), Charles Gallinger, Herbert L. Hathaway, Calvin Horr, James Hervey, William H. Henderson, Robert S. Jenkins, George McCully, Samuel A. Macomber, Richard A. Macomber, John H. Peirce, Eber A. Ray, John Sullivan, Calvin Thomas, Jr., James F. Vinal, Francis H. Vinal, Lemuel A. Washburn.

As a majority of the people in Freetown had relatives or especial friends in old Company G, 3rd Regt., M. V. M., I have deemed it proper to add a few further items in its history. It has already been told that its first tour of duty was in the escort at the Taylor funeral in Boston. Its next tour of duty, out of town, was at the annual brigade muster in East Bridgewater in September, 1850, less than three months after its organization. And at that muster Co. G bore off the honors at the prize drill of all the companies in the brigade. Company G was also in the escort at the reception of the Prince of Wales in Boston in 1860. Its service in the war was as follows:—April 15, 1861, at ten o'clock P. M., Brig. Major George Clark, Jr., arrived from New Bedford on horseback with orders for the company to report in Boston the next day. At 4 p. m., April 16, we took the cars for Boston,—in the hurry some of the members of the company were not warned,—and on ar-

rival was quartered in Old Colony Depot hall for that night. At 6 P. M., April 17th, we marched to the State House to receive equipments. Overcoats, flannel shirts, knapsacks, haversacks, tin cups, knives and forks and canteens were issued. Thence we marched to Central Wharf and on board the steamer S. R. Spaulding. Citizens cheered as we marched through the streets, and a salute of cannon and small arms was fired from Central Wharf as the steamer dropped into the stream. On the morning of the 18th we sailed under sealed orders. Nine miles at sea our sealed orders were opened and we found our destination to be Fortress Monroe, Va. On April 19th, the anniversary of the battle of Lexington, the National and State colors were hoisted and saluted and the day duly commemorated. April 20th we arrived at Fortress Monroe; landed and stacked arms on the Parade Ground, and slept a few hours in the sun. At 4 P. M., on the same day, after a light ration, we were ordered on board the U. S. Gunboat Pawnee. Ammunition was issued, and we sailed at 5.30 P. M. for Norfolk Navy Yard, passing, without molestation, obstructions in the channel, a seven gun battery at Sewell's Point and Forts "Norfolk" and "Nelson," all in possession of the rebels. We arrived at the Navy Yard at 9 p. m., *very* narrowly escaping being fired upon by the entire broadsides of the Men-of-War Ships "Pennsylvania" and "Cumberland," having been, by them, mistaken for enemies. On discovering who we were a cheer arose from the Cumberland, which we answered, and the bands on the other ships played National airs. We found the U. S. ships Merrimac, Germantown and Plymouth already scuttled and sinking. All hands were ordered ashore to assist in burning and destroying the Navy Yard. We took the Cumberland in tow and arrived back at Fortress Monroe at 6 A. M., Sunday, April 21, very tired and hungry, having been without food for eighteen hours.

During the following three weeks we had short rations, hard fare and hard work. May 6 there was a

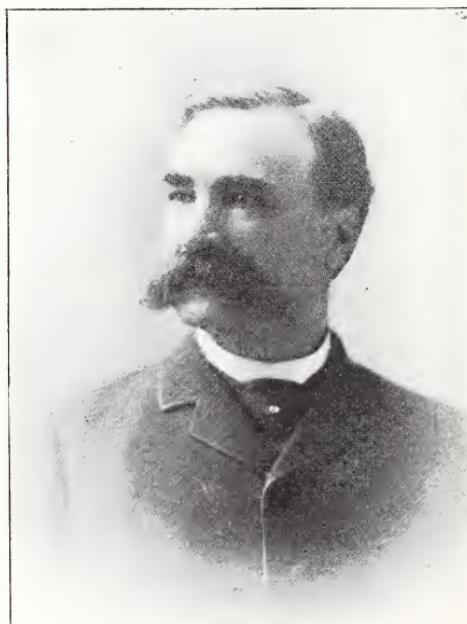
terrible tempest and gale; no shelter for the men of the reserve guard, and it was so dark that the sentries could not walk their beat. May 27 we exchanged our ragged clothing for a light flannel uniform furnished by Massachusetts. June 24 the company was detailed to garrison Fort Calhoun—on the Rip-Raps—in Hampton Roads. Under the direction of General Butler we fired the "Sawyer Gun" at the rebel battery at Sewell's Point. This gun carried a shot seven miles; it afterwards burst at Newport News, Va., killing and wounding several Union soldiers on the day of the Monitor and Merrimac fight. July 16 the company was ordered to Fortress Monroe and sailed for Boston on the Steamer Cambridge. July 19th, we arrived in Boston Harbor and encamped on Long Island; July 22, was mustered out. July 23, we landed in Boston and received a grand welcome from the citizens of Boston, and after the parade, we were dismissed on the Common. We arrived at our Armory at 5 p. m. the same day. The citizens all turned out to meet us. The Armory was decorated in fine style. The young folks of the village gave the company a complimentary Ball in the evening. August 14, U. S. Paymaster Usher paid the company off at the Armory in gold—Captain, \$421.26; 1st Lieut., \$355.89; 2d Lieut., \$339.58; 1st Sergeant, \$78.42; 2d Sergeant, \$68.61; Corporal, \$55.55; Private, \$49.02.

The many millions of people in this great "Land of the Free and Home of the Brave" are always glad to remember and honor our soldiers who fought and suffered to maintain the Union we all love. At the same time they do not forget the widowed mothers who gave their sons, and the brave wives who gave their husbands to the service of their country. In the heat of battle there comes to the soldier a spirit of daring and he becomes almost reckless in his advance; and even when bayonet is locked with bayonet, and the result is uncertain, the desperation of his efforts diverts his mind from the grim issue, and he conquers or falls, almost unconscious of the danger. Not

so with the dear ones at home—they were always viewing the chances; now with boiling anxiety, and anon with freezing horror. Let us revere the great army of brave hearts who suffered at home. Some of them are still with us, many have passed to the beyond, and we can only honor them in memory. Among the last, I wish to name Irene Isabel Payne Peirce, who, after the repulse at Big Bethel, held up the hands of her faltering husband, and with the aid of two of his former Staff Officers, did far more than the public ever knew to reinstate that husband, and to complete the recruiting of the 29th Mass. Vols., which later performed such gallant service in the field. Such mothers, widows and wives deserve monuments as grand and lasting as any erected in memory of the most gallant soldier who fell in battle.

ALBERT BARTLETT ASHLEY, son of Elbridge G. and Henrietta M. (Booth) Ashley, was born in Lakeville, September 8, 1838, and was educated in Lakeville and

Wareham schools. A sailor and mate of a merchant ship before the rebellion, he enlisted in the U. S. Navy in May, 1861, and served on the frigate Mississippi, of which Admiral Dewey was then Lieut.-Commander. He was discharged in June, 1862, at expiration of term of enlistment. He enlisted in Company A, 3d Mass. Vols., in August, 1862, was accredited to the quota of Freetown,



CAPT. ALBERT B. ASHLEY.

and served through the campaign in North Carolina. He enlisted in 4th Mass. Cav., December 21, 1863, and served in South Carolina and Florida, taking part in the battles of Gainsboro, Honey Hill and Pocotaligo. He was promoted March 12, 1865, to 2d Lieut., 21st Regt., U. S. C. T., was on garrison duty in Fort Johnson, Jones Island, Fort Wagner, Morris Island, and commanded the company on picket duty in the rear of Charleston. He was promoted to Captain in March, 1866. He was on detached service as quartermaster of marine transportation at Hilton Head from July, 1865 until April, 1866, then mustered out and honorably discharged. Appointed Light Keeper at Bay Point, Port Royal Harbor, in May, 1866, he served until April, 1867. He was on the Police force in Taunton, Mass., during the remainder of 1867, and until December, 1869. Appointed by a Boston company as general manager of coal mines in Indiana and Illinois, in December, 1869, he served until his resignation in 1892; then he became consulting manager of same mines until the present time. For seventeen years he has been connected with the lecture board of the Grand Masonic Lodge of Masons in Illinois, and is now Grand Lecturer. He was married at Hilton Head, S. C., Oct. 30, 1865 to Janette W. Miller of Dedham, Mass. Children:—Jennie W., born September 5, 1866; Albert M., May 9, 1873.

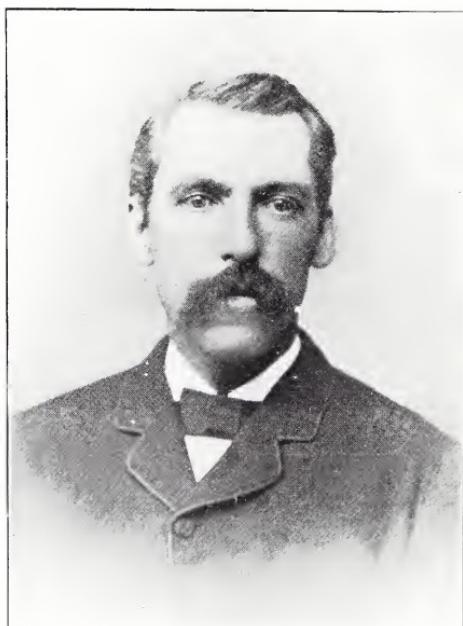
CHARLES G. BOSWORTH, son of William S and Myra W. Bosworth, was born in Rehoboth, Mass., September



LIEUT. CHARLES G. BOSWORTH

19, 1830; educated in Rehoboth schools and learned the carpenter's trade. He came to Freetown in 1850 and worked at his trade in the "Furnace" district. He was a member of the East Freetown Light Infantry, 1852-56, and enlisted as a private in Company F, 29th Regt., Mass. Vols., November 16, 1861. He was appointed a corporal in January, 1862, and promoted to sergeant the same year; he was commissioned 2d lieutenant March 22, 1863, and 1st lieutenant, March 19, 1864. Lieut. Bosworth was with the 29th Regt. in all its campaigns and battles. He was shot through the body at the battle of "The Crater" July 30, 1864, and was reported "mortally wounded," but pulled through, mainly by force of will, yet was unable to perform further duty. He was mustered out as disabled June 6, 1865. Since the war he has done light work as a carpenter. He is a member of Post 190, G. A. R., of Mass.

Lieut. Bosworth married Rachel Ashley July 25, 1852. Their children:—Emily W., born August 7, 1853; Elizabeth A., Nov. 27, 1856; Elijah A., November 5, 1855; Frank A., Dec. 31, 1857, and Rachel D., November 24, 1875.



LIEUT. CHESTER W. BRIGGS

CHESTER WOOD BRIGGS, son of Capt. Franklin and Sally (Hathaway) Briggs, was born in Freetown, May, 1841. He received his education in the town schools and at Myricks and Peirce Academies. He taught school sev-

eral years. He enlisted in Company G, 3d Regt., M. V. M., in 1860; was appointed corporal in 1861. He went forward with the "Minute Men" April 15, 1861, and served three months as corporal at Fortress Monroe and vicinity, taking part in the destruction of the Norfolk Navy Yard. Mustered out on Long Island, Boston Harbor, July 22, 1861, he helped to raise the 22d Unattached Co., Mass. Vols., and was commissioned 2d Lieutenant of the company. Mustered in August 18, 1864, he served one hundred days.

Lieut. Briggs taught school again after the war and served in town office. In 1874 he went to Boston and engaged in the hide and leather business, carrying it on successfully until 1890, when he returned to Assonet in poor health. He died July 31, 1891.



CAPT. JAMES W. BURR.

JAMES WASHINGTON BURR, son of Captain James and Chartley (Chace) Burr, was born at Assonet Village, Freetown, Mass., January 27, 1816. He became a mariner and was for several years engaged in the coasting trade. Later he engaged in the freighting of rough rice, cotton and other goods between the ports of Savannah, Darien, or Brunswick, Ga., and Charleston, S. C. For this purpose he usually sailed from Assonet, in ballast, in September, and returned in May. During the summer months he would overhaul, paint and put his schooner in proper condition for the next season's work in the south; and if conditions were favorable, make a few coaling trips

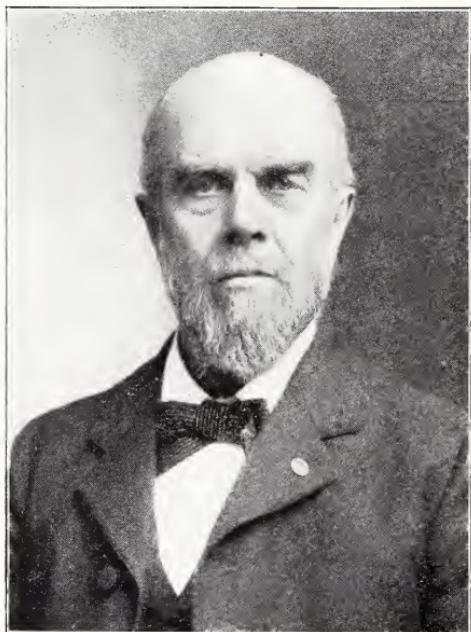
between Philadelphia or Baltimore and some New England port.

He was in Charleston harbor with his vessel during the bombardment of Fort Sumter in April, 1861. During the Civil War he became a pilot in the U. S. Navy, and served on several U. S. vessels in southern waters. After the surrender of Charleston, S. C., he piloted Admiral Dahlgren to Fort Sumter and assisted in replacing the "Stars and Stripes" over that fort.

The Southern carrying trade for Assonet vessels, in which several were engaged at the time, ended with the commencement of the Civil War. After the war Captain Burr removed to Fall River, Mass., where he engaged in the meat and produce business. He married Phebe Rathburn Phillips, daughter of James and Phebe (Porter) Phillips,

who died at Fall River, Mass., June 28, 1891, aged 72 years. They had two sons, Job Pierce Burr, who died October 26, 1844, aged one year and seven months; and Frank Washington Burr, who is a resident of Fall River, Mass., at the present time.

Captain Burr died at his residence on Oak street, Fall River, Mass., August 3rd, 1893.



CAPT. DARIUS A. CUDWORTH

DARIUS A. CUDWORTH, son of Luther and Betsey (Phillips) Cudworth, was born in Freetown, April 1, 1836, and was educated in the public schools in the town. In

1858 he went to Missouri to engage in railroading. At that time Missouri was a slave State, and society not congenial to Yankees. Yet there was an element of unionism even there, and in 1861 the nucleus of a Union regiment was formed in Linn County, where Cudworth resided, and which he joined. Recruiting was slow there, for all the native born men went into the southern army, but the regiment was finally filled, and became the 18th Mo. Vol. Inf., in March, 1862, and Mr. Cudworth was mustered in as 1st lieutenant and regimental quartermaster. The regiment went South at once to Island No. 10, in the Mississippi, and thence up the Tennessee River, and was engaged in the battles of Pittsburg Landing and Shiloh, April 6 and 7, 1862, losing 600 men and officers in killed, wounded and missing. Also it participated in the campaign and capture of Corinth, Miss. At the battle of Corinth, Oct. 3 and 4, 1862, Lieut. Cudworth was attached to the Staff of Gen. John McArthur as Division Quarter Master and Aide-de-Camp. In the winter of 1863-64 they took part in the occupation of middle Tennessee and helped to rebuild the railroad from Nashville to Decatur, Ala.; and in the spring of 1864 joined Sherman's Army, south of Chattanooga, and took part in the battles of Reseca, Dalton, Kenesaw Mountain and siege of Atlanta. On July 22, 1864, before Atlanta, Gen. Veach's division, to which Lieut. Cudworth was attached, with Gen. Sweeny's division, under Gen. Granville M. Dodge, held in check the great flanking force of the rebel, Gen. Hood, which prevented a serious disaster to the Union forces; it was in the flanking movement that routed the Rebels out of Atlanta, and in the engagement at Jonesborough, Ga., where Hood's army was again defeated. He went with Gen. Sherman on the March to the Sea and through the Carolinas. They met and defeated Hardee's army, near Beaufort, N. C., the last of March, 1865. This was the last battle in which the 18th Mo. Vols. were engaged, and here Lieut. Cudworth received a

commission as Captain of Company K, which had been issued some months before. His term of service having expired, he was honorably mustered out March 27, 1865, and after a brief visit to his parents at the old home he returned to the West where he has lived ever since. For many years he has been successfully engaged in the real estate business in St. Paul, Minn. Capt. Cudworth married Cordelia A. Mills, of Brookfield, Mo., September 27, 1869. Their children;—Donna Mills, born October 20, 1870; Frank Barrows, July 4, 1872; Adda Blossom, Dec. 5, 1873; Luther Phillips, July 11, 1876; James Walter, May 27, 1878; Roger Logan, Dec. 27, 1886.

JOHN MILTON DEANE, son of John and Lydia (Andros) Deane, was born at Assonet Village, Freetown, Mass., January 8, 1840. His grandfather, Thomas Andros, was a soldier of the American Revolution. His education was obtained from the Water Street District School, the

Assonet Academy, the Myricksville Academy, and the Foxboro English and Classical School. At the age of 19, he began teaching school at Berkley Common, and later taught for several terms at the South District of Assonet Village, being engaged there at the breaking out of the war of the rebellion.

He had enlisted in the Assonet Light Infantry, Co. G, 3d Regt., Mass. Vol. Militia, in September, 1858, was appointed Sergeant and Company Clerk in Aug-



LIEUT. JOHN M. DEANE,
At Paris, Ky., 1863.



MAJOR JOHN M. DEANE.

Major 29th Regiment, Mass. Veteran Volunteer Infantry, 1865.
Department Commander, 1897, Dept. of Mass., G. A. R.

was for a few weeks in command of the guard kept at Fort Calhoun—the Rip Raps—in Hampton Roads. He was mustered out with his regiment at Boston, Mass., July 22, 1861, and again took up teaching at the South school.

He was appointed by Governor John A. Andrew a Second Lieutenant in the 29th Regt., Mass. Vols. June 1, 1862; was promoted to First Lieutenant December 29, 1862; to Adjutant of the regiment November 1, 1863; to Captain June 8, 1864 and to Major May 15, 1865.

He served as Acting Assistant Adjutant General at the Military Post of Paris, Ky., from April to September, 1863, and was on detached service at the Draft Rendezvous, Boston Harbor, from September, 1863 until May, 1864. In January 1864, he took a large detachment of recruits to the 54th and 55th Mass. Regiments—colored—then encamped on Morris Island, South Carolina.

ust, 1860, and was elected Third Lieutenant in September, 1860, at the annual muster of the regiment at Wareham, Mass.

Leaving his school he responded to President Lincoln's call for troops April 15, 1861, and served three months at Fortress Monroe, Va., as Second Lieutenant of his company. He took part in the destruction of the Norfolk Navy Yard on the night of April 20, 1861, and

He served on the staff of Major General O. B. Wilcox from April until his muster out in August, 1865, being appointed Prevost Marshal of the First Division, 9th Army Corps April 25, 1865, Prevost Marshal of Georgetown, D. C., May 20, 1865 and Prevost Marshal and Pass Officer, District of Washington, July 11, 1865.

In accordance with the following communication he was commissioned Major of U. S. Volunteers, by brevet, to date March 25, 1865.

WAR DEPARTMENT, WASHINGTON, }
June 15, 1865. }

SIR:—You are hereby informed that the President of the United States has appointed you for gallant and meritorious service in the attack on Fort Steadman, Va., a Major of Volunteers, by brevet, in the service of the United States, to rank as such from the twenty-fifth day of March, one thousand, eight hundred and sixty-five. Should the Senate at their next session, advise and consent thereto, you will be commissioned accordingly. Immediately on receipt hereof please communicate to this department, through the Adjutant General of the Army, your acceptance or non-acceptance, and with your letter of acceptance, return the oath, herewith enclosed, properly filled up, subscribed and attested, and report your age, birth-place and the State of which you were a permanent resident.

Brevet Major JOHN M. DEANE,
U. S. Volunteers. EDWIN M. STANTON,
Secretary of War.

Captain Deane's gallantry in action at Fort Steadman, Va., was reported to Major General John G. Parke, commanding the 9th Army Corps, by the Inspectors' Department of 1st Division of that Corps. General Parke in a communication to the War Department, dated May 29, 1865, recommended that Capt. Deane be made a Major of U. S. Volunteers, by brevet, for gallantry in action. The recommendation of General Parke was approved and forwarded to the War Department by Major General George G. Meade, commanding the Army of the Potomac, June 1, 1865, whence the appointment was made June 15, 1865.

In accordance with the following communication he was awarded the Congressional Medal of Honor:—

RECORD AND PENSION OFFICE, WAR DEPARTMENT,
Washington City, March 8th, 1895.

MAJOR JOHN M. DEANE,

Late 29th Massachusetts Volunteers,
Fall River, Massachusetts.

SIR:—I have the honor to inform you that by direction of the President, and in accordance with the Act of Congress approved March 3, 1863, providing for the presentation of Medals of Honor to such officers, non-commissioned officers and privates as have most distinguished themselves in action, the Assistant Secretary of War has awarded you a Medal of Honor “For most distinguished gallantry in action at Fort Steadman, Virginia, March 25, 1865, in serving with other volunteers, a previously silenced and abandoned gun, mounted en barbette, at Fort Haskell, being exposed to a galling fire from the enemy’s sharpshooters.” The medal has been forwarded to you today by registered mail. Upon receipt of it please advise this office thereof.

Very respectfully,

W. F. AINSWORTH, COL. U. S. ARMY,
Chief Record and Pension Office.

Adjutant General William Schouler of Massachusetts, in his report for the year 1865, pages 404 and 405, concerning the battle of Fort Steadman, Va., says: “Among the other officers honorably mentioned for good conduct on this occasion were Captains Clarke, Browne, Deane, Pizer and Lieutenants Joslyn, McQuillan and Scully.” “Captain Deane, in the latter part of the fight, showed great gallantry at Fort Haskell.”

Colonel Gilbert P. Robinson, 3rd Maryland Infantry, commanding 3rd Brigade, 1st Division, 9th Army Corps, in his report of the battle of Fort Steadman, Va., to Division Headquarters—Serial No. 95, War of the Rebellion Official Records of the Union and Confederate

Armies, pages 334 and 335—says: “I have the honor to mention the following officers and enlisted men for praise, for deeds set against their names, and to reiterate the eulogiums of their regimental commanders.

Twenty-Ninth Massachusetts Veteran Volunteers:—

Captain John M. Deane, commanding the regiment after the capture of Major Richardson, and Lieutenant Henry C. Joslyn captured while on picket and escaped through the ranks of the enemy in an audacious dash, exposed to every danger; worked a gun in Fort Haskell during the latter part of the engagement, only leaving it to charge back to Battery No. 11; Sergeant William H. Howe, Company K. and Private Levi B. Gaylord, Company A. for working barbette guns in Fort Haskell side by side with Captain Deane and Lieutenant Joslyn, after all but two of the artillery detachment had been killed or wounded.”

In the battle of Fort Steadman, Va., before daylight, Captain Deane captured and disarmed a captain of the 4th North Carolina regiment; and later in the day, in the charge back from Fort Haskell to Battery No. 11, he captured and disarmed the major of the 4th Georgia regiment. The latter also had in his possession and delivered to Captain Deane a carpet bag, containing clothing and other articles belonging to Captain George D. Williams of the 29th Mass. regiment, which he had taken from Captain Williams' quarters.

Major Deane has the revolvers and belts of both the above mentioned Confederate officers in his possession at the present time. Neither of them carried a sword.

His military service, covering nearly forty-two months, was both variable and honorable. It consisted of life in garrison, camp and field, and on the transport; of duty on the campaign and in the seige; of service as a line, staff and field officer. He commanded his regiment in the field from March until June, 1865.

His service took him into thirteen different States, and required thousands of miles of travel. He served and fought in the Second, Fifth and Ninth Army Corps; with the Army of the Potomac and with the Army of the Ohio. He served under Grant, McClellan, Burnside, Hooker and Meade as Commanding Generals; and under Sumner, Hancock, Burnside, Sedgwick, Wm. F. Smith, Warren, Wilcox and Parke as Corps Commanders.



RESIDENCE OF JOHN M DEANE, WATER ST.
Erected 1896-7. Front View.

His discharge paper gives him the credit of having been engaged in twenty battles. For more than nine months in the seige of Petersburg he was constantly under the fire of the enemy's artillery, and most of the time within range of their mortar batteries and musketry.

From November, 1864 until the evacuation of Petersburg by the enemy in April, 1865, he was in the trenches near Fort Steadman, the nearest point to, and within easy

speaking distance of the enemy's main line of works, where artillery duels and mortar practice were daily and nightly indulged in, and where sharpshooting and picket firing was a pastime.

He was never obliged to quit the field on account of sickness, and was never wounded, although twice hit by fragments of shells and twice by bullets.

After his muster out and final discharge from the army in August, 1865, he resumed teaching in the south district. In May, 1866, in connection with Mr. Alonzo



RESIDENCE OF JOHN M. DEANE. EAST VIEW.

Hathaway of Freetown, he engaged in a general merchandise business in Fall River, under the firm name of Hathaway & Deane. Mr. Hathaway retired from the firm in March 1872, since which time the business has been conducted by Mr. Deane. He has always divided his time between Fall River and his native village of Assonet, to which he is very much attached.

November 20, 1866, he was married to Mary Gray Pearce, a grand-daughter of Freetown, born at Norwich,

Connecticut, November 26, 1846, and at the time a resident of Assonet Village. Their children are Milton Irving, born April 30, 1868—served as Gunners' Mate with a detachment of Company F, Massachusetts Naval Brigade, of Fall River, on the U. S. Monitor Lehigh during the Spanish-American War; Richard Boynton, July 12, 1869; Charles Learned, August 25, 1871; Anna Louise Andros, July 28, 1877; and Wallis Pearce, May 2, 1881.

He joined Richard Borden Post No. 46, Department of Massachusetts, Grand Army of the Republic, of Fall



RESIDENCE OF JOHN M DEANE. WEST VIEW.

River, Mass., in 1885, and has served his Post five years as its Commander. He was a National Aide de Camp in 1890; Assistant National Inspector in 1894; Department Aid de Camp in 1888, 1894 and 1900; member of the Department Council of Administration in 1889; Chief Musterer Officer of the Department in 1890; Assistant Quartermaster General of the Department in 1892; Junior Vice Department Commander in 1895; Senior Vice Department Commander in 1896, and Department Commander in 1897.

MARY GRAY DEANE, daughter of Abner Tompkins and Sarah Read (Briggs) Pearce, was born at Norwich, Conn.,

November 26, 1846.



MARY GRAY DEANE.

President of Dept. of Mass., Woman's Relief Corps, 1892. After her marriage she removed with her husband to Fall River, Mass., where she became interested in church and benevolent work.

She is a charter member of Richard Borden Woman's Relief Corps No. 106, of Fall River, organized in May 1888, and served that Corps the first four years of its existence as its President, since which time she has been its Treasurer. In 1890 she served as National and Department Aide; in 1891 as Department Inspector; and in 1892 as President of the Department of Massachusetts Woman's Relief Corps. In 1893 she served as Department Counsellor; in 1894 as Special Department Aide; in 1896 as Assistant National Inspector; in 1897 as Chairman of the National Executive Board, W. R. C.; in 1898 as Department Patriotic Instructor; in 1899 as National Inspector, and in 1902 she is again serving as Special Department Aide. She is a member of Quequechan Chapter, Daughters of the American Revolution.

In 1853, she removed to Providence, R. I., and in 1865 to Assonet Village, Freeport, Mass., where she was married to Major John M. Deane, November 20, 1866.

She was educated at the city schools of Providence, R. I., and at the Ipswich Female Seminary, Ipswich, Mass.

After her marriage she removed with her husband to Fall River, Mass., where she became interested in church and benevolent work.

HUMPHREY A. FRANCIS was born in Fall River, Mass., August 6, 1834, and educated in the public schools of that city. He went to Assonet in November, 1851, and there learned the edge tool makers' trade of John Crane at the "Old Forge." December, 1854, he enlisted in Company G, 3d Regt., 2d Brig., 1st Div., M. V. M. He was appointed Corporal in 1855; First Sergeant and Company Clerk February 4, 1856; Second Lieutenant, September 5, 1860. He entered the U. S. service as First Lieutenant, April 15, 1861, served at Fortress Munroe, Va., and was honorably discharged at the end of his term of service, July 22, 1861.



LIEUT. HUMPHREY A. FRANCIS.

He was employed at the rifle factory in Assonet, 1862-77, and removed to Taunton June 10, 1877, where he was employed at the A. Field & Sons' Tack Works for 25 years. At present he is employed by the Atlas Tack Works, Fairhaven, Mass., as foreman of the blacksmith department. He held the office of Town Clerk for several years in Freetown, also other prominent positions.

He is a member of Post 3, G. A. R. of Taunton, Mass., and is a Royal Arch Mason.

He married Sybil A. Thresher of Assonet, October 21, 1856. Their children:—Ralph H., born April 19, 1858; Wayland L., February 10, 1860.

CHARLES RUSSELL HASKINS, son of Russell and Mercy (Hathaway) Haskins was born in Freetown July 25, 1843.

He had few advantages in early life, except the good public schools of Freetown. He became a railroad employe soon after his school days were over. In February, 1857, he joined Company G, 3d Regt., M. V. M. On April 15, 1861, he responded to the "Minute Men's" call, going with his company to Fortress Munroe and taking part in the destruction of the Norfolk Navy Yard, April 20, 1861. May 23, 1861, General Butler, commanding at Fortress Monroe, sent a body of Union troops across Black River, and occupied Hampton, Va. Several of Company G men, with others, were detailed for guard duty at the Hampton end of the bridge, one of them being Charles R. Haskins. During the night he heard a noise in some shrubbery near his post, and saw an object crawling towards him. He challenged, but received no reply. He challenged again and cocked his musket. At the click of the lock three negroes sprang up and separated, and one cried out, "Good God! Massa, he cock 'em! Don't shoot, don't shoot!" Haskins ordered them to halt, and told them if they moved an inch he would let daylight through them, and then called the Corporal of the Guard, David B. Hill, of Company G, and he in turn called the Lieutenant of the Guard, Cephas Washburn, Jr., of Company A, and both were soon at Haskins' post and found the three trembling slaves, who stood uncovered and offered profuse apologies for the manner of their approach and begged piteously to be taken inside the Yankee lines, "for old massa" would send them to New Orleans if he got them again. On being asked why they separated when they sprang from the ground, they replied: "So that massa hit but one if he shoot." Evidently they had carefully planned to escape from slavery and were quite well posted in regard to the trouble between the North and South. They were taken to the guard house and kept until morning when Haskins escorted them to General Butler's headquarters. Butler complimented Haskins and presented him with a photograph of himself, after putting his autograph on it. Soon

after the owner of the three slaves appeared at headquarters and with great assurance demanded the immediate return of his property. While the Virginia slaveholder with great dignity, was talking about his constitutional rights, General Butler was adroitly asking questions. "Have these slaves helped to dig the entrenchments over in Hampton?" asked General Butler. "They have," replied the Virginian. "Then I declare them to be contraband of war and I decline to give them up." They were at once set to work building an oven inside the fortress. Thus originated the name of "contraband," as applied to slaves. Later Charles R. Haskins served with distinction as a Sergeant in Company H, 40th Regt., Mass. Vols. until the close of the war.

After the war he had a long career as a prominent railroad official. He was a member of the G. A. R. and a Knight Templar. He died in 1900 and was buried with Military and Masonic honors in Assonet cemetery.



LIEUT URIAL M. HASKINS.

URIAL M. HASKINS, son of Cyrus and Susan Haskins, was born in Pennsylvania, April 19, 1843. While a child his parents moved back to Berkley, Mass., his father's native town, and later they moved to Freetown, where Urial learned the tack maker's trade at the "Old Forge." He enlisted in Company G, 3rd Regt., M. V. M. in 1858. He was appointed Corporal in 1860. He responded to Lin-

coln's call April 15, 1861, and gave up his Corporal's warrant to have a comrade go who would not do so as a private. He participated in all the events with his company at Fortress Monroe, during its three month's service. He enlisted in Company A, 3rd Mass, Vols., September 23, 1862, and served as a Corporal in that company through the campaign in North Carolina. He assisted

in recruiting the 22d Company, Unat. Mass Vols. August, 1864, and was commissioned First Lieutenant of that company. Detailed Acting Assistant Adjutant General at Readville for a few weeks, he afterwards was appointed Adjutant of the Battallion stationed there and served as such during the remainder of his service. After the war Lieut. Haskins again took up tack making, working in Virginia and other States, but for the last twenty-five years has lived and worked at his trade in Taunton, Mass. He has been in the City Government as Coucilman, and is a member of Post 3, G. A. R. He married Ethalana F. Briggs in 1871. Their children:—Susie E., born January 1, 1872; Eva M., August 3, 1874; Gertie L., July 1, 1877; Ada A., January 24, 1879.

ELBRIDGE LAWTON, son of Job G. and Polly (Strange) Lawton, was born in Freetown in August, 1826. He had the distinction of being in the United States service longer than any other Freetown man. He entered the U. S.



ELBRIDGE LAWTON.
Chief Engineer, U. S. N.

Navy as 3d Asst. Engineer, in March, 1848; served on the coast of Mexico in the "Waterwitch;" was made 2d Asst. Engineer in September, 1849; promoted to 1st Asst. Engineer in February, 1851, and became Chief Engineer in 1856. He was on duty at different times on Coast Survey Steamers Bibb, Saranac and John Hancock; Behring Straits Surveying Expedition.

In 1862-63, on the "Roanoke," "Colorado," "Minnesota" and "Mississippi" he was Fleet Engineer of Admiral Farragut's Squadron, and at the capture of New Orleans. He had charge of the building of the machinery of the "Madawaska," 1865-66, and was on special duty at Bridgewater, Mass., 1867-69. Chief Engineer at Boston Navy Yard 1869-71; Chief Engineer at Mare Island Navy Yard, 1871-76; Chief Engineer at New York Navy Yard, 1877-80. He was ordered to Annapolis as one of the Board of Visitors in 1880, but was too feeble to go. In the Spring of 1881 he was retired for disability incurred in line of duty. He married Matilda Durham, Baltimore, Md., in 1852. Died in Boston, July, 1889, leaving a widow, daughter and son. He was fearless and uncompromising in the discharge of his duty; loved and respected by his fellow officers and those under his authority. His memory is a legacy and inspiration.

ANDREW LAWTON, son of Job G. and Polly (Strange) Lawton, was born in Freetown, April 6, 1825. He entered the U. S. Navy as 3d Assistant Engineer, June 24, 1850. Was on duty in the Coast Survey 1850-51, and on the Steamer "Waterwitch" in the Home Squadron. He was promoted to 2d Asst. Engineer Feb. 26, 1851. In 1852-53 he was attached to the Frigate "Saranac." On May 21, 1853, he was promoted to 1st Asst. Engineer. In 1854-55 he was on the Frigate "San Jacinto," engaged in Coast Survey. During 1856-58 he was in the East Indian Squadron, and was on special duty in Boston in 1859-60.

His commission as Chief Engineer was dated April 23, 1859. In 1860-61 he was attached to Steamship "Hart-

ford," in the West Gulf Squadron. He was on special duty at Taunton, Mass., in 1862, and in 1863-65 was on special duty at Boston Navy Yard, and at Wilmington, Delaware.

Chief Engineer of the "Hartford," the Flagship of the Asiatic Squadron in 1866-68: in 1869, he was ordered, as Chief Engineer, to the Philadelphia Navy Yard, and died while on duty there, March 17, 1871.

JOHN W. MARBLE, son of John H. and Mary (Teal) Marble, was born in Somerset, Mass., March 1, 1826. He was educated in Somerset schools, and learned a ship carpenter's and joiner's trade. He came to Freetown in 1847 to work as a ship carpenter and settled here permanently, taking up a contractor and builder's business. He joined Company G, 3rd Regt. M. V. M. at its inception, and was elected 3d Lieut. June 29, 1850; 1st Lieut. June 14, 1851; Captain April 29, 1854. He resigned in April 1855;

re-enlisted as private May 8, 1855, and was appointed 1st Sergt. He resigned May 20, 1857, and took his place in the ranks; was appointed 1st Sergt. Jan. 24, 1859; elected 2d Lieut. July 2, 1859 and Captain July 21, 1860. He commanded the company in the "Minute Men's" service at Fortress Monroe in 1861, being mustered out July 22, 1861, at Long Island, Boston Harbor. He was



CAPT. JOHN W. MARBLE.

elected captain of Company A, 3d Mass. Vols. and mustered in Sept. 23, 1862. He served throughout the North Carolina campaign, being a part of the time commander of detached troops at Gaines Mill and at Deep Gully. He was mustered out June 26 1863, at Camp "Joe Hooker" in Lakeville, Mass. Captain Marble was the leader in raising the 22nd Unattached Company, Mass. Vols., and was commissioned Captain and mustered in Aug. 18, 1864. He served with that Company in the 100 days' campaign. After the war he again took up the business of carpenter and builder. He built Anthony & Swift's Abattoir and ice houses at the Forge in Freetown in 1871, and for more than twenty years was superintendent of that business. Captain Marble was always prominent in all public matters in town, being a power in politics, and in 1881 was elected a member of the Massachusetts Legislature from the 6th District of Bristol County. He married Hannah J. DeMoranville July 4, 1848. Their children—Betsey P., born Aug. 23, 1854; Mary T., Oct. 27, 1855; John W., March 3, 1858; Henry W., Feb. 15, 1860. Capt. Marble died June 18, 1900.



GEN. EBENEZER W. PIERCE.

EBENEZER W. PIERCE, son of Ebenezer and Joanna (Weaver) Pierce, was born April 10, 1822, and was educated in Freetown schools and Andover Academy. He inherited a fine property, largely real estate, and engaged

in sheep raising. He enlisted in the 4th Artillery, M. V. M. in 1843. He was elected Major of the same Aug. 31, 1844, and Lieut.-Colonel Sept. 5, 1846. He enlisted in Company G, 3d Regt. M. V. M. June 8, 1850. He became Captain of same June 29, 1850; Major of 3d Regt. Aug. 3, 1851; Lieut.-Col. April 2, 1852. He was commissioned Brig.-General 2d Brigade, 1st Div. M. V. M. Nov. 7, 1855. He responded to Lincoln's call April 15, 1861 and served three months. He commanded the Union



RESIDENCE OF GEN EBENEZER W PEIRCE.

troops at the battle of Big Bethel Va.—the first battle of the war—June 10, 1861. He was commissioned Colonel of the 29th Regt. Mass. Vols. Dec. 13, 1861, and stationed at Newport News, Va. In May 1862 Col. Pierce with his regiment took part in the expedition to Norfolk and Suffolk, Va. He joined the Army of the Potomac in June, 1862 at White House Landing and was attached to Meagher's Irish Brigade, Richardson's Div., Sumner's

Corps. June 30, 1862, in the seven days retreat across the Peninsular, while resting at Nelson's Farm near White Oak Swamp, the enemy suddenly opened upon the Division with artillery. Several hundred mules that had been unhitched from the supply train, to water, stampeded and threw the troops into confusion. Before order was restored several of the 29th Regiment were killed and wounded, including Col. Pierce, who lost his right arm at the shoulder. He went to Massachusetts to recover, and again joined his regiment at Harper's Ferry, Va., Oct. 8, 1862. On Nov. 19, 1862, he was detailed for recruiting service in Massachusetts. He rejoined the regiment March 21, 1863, at Newport News, Va., and accompanied it to Paris, Ky. He was on detached duty—commanding post at Paris—and on recruiting service in Massachusetts from April 26 to August 29, 1863, when he again joined the regiment, going with it to East Tennessee, where he remained until March 1864. Then the regiment re-enlisted for three years and all were granted a thirty days' furlough. On May 16, 1864, Col. Pierce with his regiment left Boston, Mass., and joined the Army of the Potomac at Cold Harbor, Va., May 29, 1864. On July 23, 1864, he obtained leave of absence and returned to Massachusetts, where he remained on sick leave until Oct. 24, 1864, when he rejoined his regiment at Petersburg, Va. He resigned his commission as colonel Nov. 8, 1864, and returned home.

After the war he was appointed Revenue Collector but not confirmed. He also travelled West and South speculating in real estate unsuccessfully. Returning to Assonet he passed the remainder of his days in no especial business. He served one term on the board of selectmen of Freetown. Col. Pierce married Irene I. Payne of Freetown, and they had one son, Palo Alto Pierce, born Jan. 22, 1853. On May 1, 1875, Mrs. Pierce obtained a divorce from Col. Pierce. On April 5, 1892, he married Ida E. Gardner. He died Aug. 14, 1902.

WILLIAM READ, son of John and Rosamond (Hathaway) Read, was born in Freetown, March 13, 1809, and was educated in the public schools of Freetown. He commenced to go to sea early in life, and became a master

mariner before he was 30 years of age. When the Southerners seceded he commanded a merchant vessel in the southern trade, and was at Darien, Ga., the last of April, 1861. While he was loading a cargo of lumber, one evening he overheard a part of a plan to take his vessel; so in the night he slipped quietly out of the river and put to sea and came home. He had with him at that time his son, Charles H., who afterwards served



CAPT. WILLIAM READ.

in the 58th Mass. Vols. When he reached home he found that his son Edward E. had gone South with Company G, 3d M. V. M. On the 22d of Nov., 1864, Capt. Read was appointed Acting Ensign and Pilot and attached to the Ironclad Passaic of the South Atlantic Blockading Squadron. He served until June 13, 1865, when his services were no longer required. After the war he again engaged in maritime business until his death. He was drowned in Assonet Bay July 8, 1870. Capt. Read married Eliza Staples April 28, 1838. Their children—Rosamond A., born Jan. 13, 1839, William H. H., May 12, 1841, Edward E. and Ellen E. (twins) Feb. 7, 1843, Charles H., Jan. 28, 1845, Helen M., Feb. 15, 1848, Irving W., March 29, 1850, Ella J., Feb. 17, 1853.

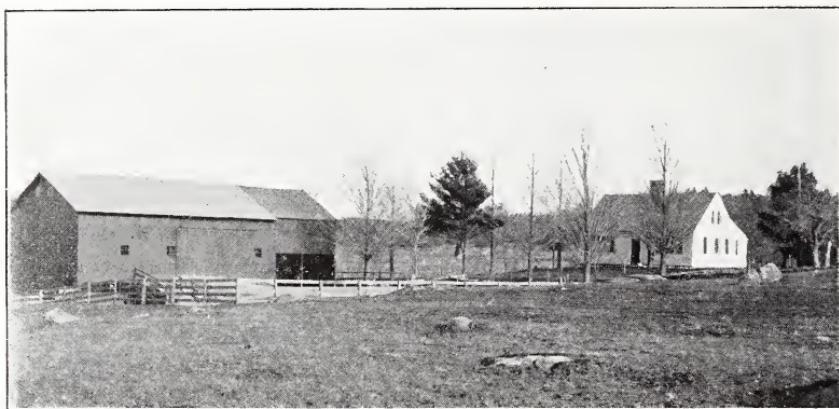
SILAS PEIRCE RICHMOND, son of Isaac and Lucinda (Peirce) Richmond, was born in Freetown June 19, 1831, on the Richmond Homestead, which has been owned in the family continuously since 1775. Educated in the public schools of Freetown and at Peirce Academy, Middleboro, he engaged in farming and lumber business in early life. He enlisted in Company G, 3d Regt. M. V. M. in May, 1850. He was appointed corporal in April 1851; commissioned 4th Lieut. of same company in August, 1851; 3d Lieut. in August, 1853; 1st Lieut. in May, 1854; Captain in May, 1855; Major and Brigade Inspector 2d Brig. M. V. M. July

29, 1856. He was in Kansas in 1857-8, and served with John Brown in repelling the Border Ruffians. He returned to Massachusetts and was appointed Aid-de-Camp, 2d Brigade, M. V. M., Sept. 15, 1858, and in that capacity responded to the call for the "Minute Men" April 15, 1861, serving at Fortress Monroe and Hampton, Va., taking part in the battle of Big Bethel June 10, 1861. At the end of that campaign he returned to Massachusetts and was honorably discharged. On the 8th of May, 1862, he was commissioned Lieut.-Colonel, 3d Regt. M. V. M., and as such responded to the call to reinforce the Army of the Potomac at the time of General Banks' retreat in the Shenandoah Valley. In July, 1862, he was ordered by



COL. SILAS P. RICHMOND.

Gov. Andrew to reorganize and recruit the 3d Regt. M. V. M. to the maximum for service in the field. He completed that work and the regiment was mustered into the U. S. service, 1040 strong, Sept. 15, 1862. He was commissioned as Colonel of the 3d Regt. Oct. 7, 1862, and on Oct. 22, 1862, he proceeded with the regiment by steamer to Newbern, N. C. During that campaign, he participated in the Battles of Kingston, White-hall, Goldsboro, Deep Gully, Blounts Creek and in repelling the bombardment of Newbern, N. C., he commanded a brigade a part of the time. At the end of this term of service he returned to



RESIDENCE OF SAMUEL RICHMOND 1775, ISAAC RICHMOND 1825,
COL SILAS P. RICHMOND 1865

Massachusetts. On the 28th of September, 1863, he was commissioned Colonel of the 58th Mass. Vols., and proceeded to recruit that regiment. Nov. 21, 1863, he was appointed superintendent of recruiting in Bristol, Plymouth, Barnstable, Nantucket and Dukes Counties, and as such continued the recruiting of the 58th Regt. until it was ordered to join the Army of the Potomac April 28, 1864. July 19, 1864, he was detailed Asst. Provost Marshal General of the Department of the South, and served as such at Hilton Head, Savannah, Ga., and Charleston, S. C. He was on the first steamer that reached Savannah

when it was taken, and on the first U. S. steamer that went to Charleston, when that city was captured. He was honorably mustered out of the service in Sept. 1865. He engaged in lumber and grain business in Indiana and Michigan in 1867-9. Col. Richmond has been a Justice of the Peace for more than forty years, and is also a Notary Public. He was for ten years chairman of the Board of Selectmen of Freetown. As Auditor in 1854 he prepared the first printed report ever made of the finances of Free-



RICHMOND LANDING, FORGE POND.

town. He has also served as Assessor, Town Clerk and School Committee. He served eighteen years as Moderator at annual town meetings. He was a Representative in the Legislature from the 6th Bristol District in 1892. He was a delegate to the National Republican Convention in 1892; a turnkey in the Mass. State Prison 1871-9; deputy keeper in the Bristol County House of Correction 1879-82; Gen. Trav. Agt. C. C. G. Co. 1882-9; president Bristol County

Agricultural Society 1889-91; member of Post 1, Mass. G. A. R. He is a Mason and Knight Templar since 1865. Jan. 1, 1896, he was appointed deputy sheriff and court crier of the Supreme and Superior Courts in Bristol County, and now holds that position.

Married Elizabeth J. Haskins June 16, 1850. Children: Emma A., born March 10, 1851; Cynthia E., March 25, 1853; Sarah E. E., July 1, 1854; Walter S., Feb. 22, 1857; Flora J., May 7, 1859; Lillian F., Aug. 8, 1861.

Married Zadie Scott Jan. 17, 1869. Children: Annie E., born Aug. 29, 1871; Roy S., Aug. 3, 1873; Ruth E., May 14, 1882; Forrest S., Aug. 4, 1883; Isaac F., Jan. 7, 1886; Mark H., Oct. 5, 1889.

H. ELBRIDGE TINKHAM, son of Harvey and Jane (Cornish) Tinkham, was born in Middleboro, May 7, 1832, and was educated in the public schools in that town. He learned the complete trade of a shoemaker. In 1854 he

married Betsey D. Weaver of Assonet and settled down in Free-town and carried on shoemaking.



ENSIGN H. ELBRIDGE TINKHAM.

In 1861 he entered the U. S. Navy as a Master's Mate, and was promoted to Ensign in 1863. He was attached at different times to several steamers in the Atlantic Blockading Squadron. He also participated in several important naval battles, among which were the battles of Port Royal,

New Orleans, Fort Fisher and Mobile Bay. In the last named battle he was on the flagship of Admiral Farragut and received sixteen severe splinter wounds from which he never fully recovered. He remained in the Navy until 1867, when he was honorably discharged. Afterward he was for several years Railroad Station Agent at Assonet. He died February 12, 1894, and his widow died June 9, 1896.



CAPT. GEORGE D. WILLIAMS

GEORGE D. WILLIAMS, son of Dr. Seth P. and Sinai (Dean) Williams was born in Freetown, Jan. 9, 1824. He was educated in Freetown schools and the Normal School at Bridgewater. After graduation, he taught schools in Massachusetts, Illinois and Minnesota. He enlisted in Company G, 3rd Regt., M. V. M., in June, 1850, and was discharged in June, 1854. He re-enlisted in the same company in 1859; responded to Lincoln's call April 15, 1861, and served three months at Fortress Monroe, as a Sergeant: taking part in the destruction of the Norfolk Navy Yard, April 20, 1861. He enlisted in Company F, 29th Mass. Vols., in December, 1861, and was appointed Sergeant. He was detailed as Regimental Ordnance Sergeant during several months. He was promoted to 2d Lieut., Jan. 27, 1863; 1st Lieut., May 21, 1864, Captain, June 8, 1864, and mustered out Aug. 11, 1865. For several months he was in garrison at Newport News, Va. In May, 1862, he took part in the expedition to Norfolk and Suffolk, Va. In June, 1862, he joined

the Army of the Potomac, serving in it until March, 1863, then he went with his regiment to Kentucky, and in April joined the army of Gen. Grant in the siege of Vicksburg. After the surrender of Vicksburg he advanced to Jackson, Miss. In August, 1863, he returned to Kentucky and marched through Cumberland Gap into East Tennessee with Gen. Burnside, and was at the siege of Knoxville. In April, 1864, he came home on veteran furlough. In May, 1864, he again joined the Army of the Potomac and remained with it until he was mustered out. He served during the siege of Petersburg. He displayed great gallantry at the Battle of Malvern Hill, where he volunteered to take a message to another regiment which required him to cross an open field in full view of the enemy and exposed to a murderous fire. He walked across and back again in the coolest manner, winning much praise from his commander and the plaudits of his comrades. At the battle of Fort Steadman, Va., before daylight, his company was nearly all captured before it had time to man the works. While trying to rally his men in the darkness, a rebel officer seized him by the throat, threw him on the ground and took his sword. In turn he knocked the rebel down, recovered his sword, and took that of his antagonist and led the rebel, a prisoner, to regimental headquarters; on the way he notified Capt. John M. Deane of the next company of the serious state of affairs in the camp, thereby saving that officer from capture or perhaps death. The captured sword, which he brought home, was marked "Charleston 1776." Capt. Williams was always to be found on the firing line when duty called. He was wounded in the left arm at the battle of Poplar Grove Church, Va., Aug. 19, 1864.

Capt. Williams married Eliza Young Miller of Fall River, April 26, 1864. After his discharge from the army he returned to the homestead farm at Assonet, where he died March 9, 1902.

LIEUT. GEORGE DUFFEE, of Freetown, served as a private in Company A, 3rd Regt., Mass. Vols., as a Sergeant of Company B, 4th Mass. Cavalry, and as 2d Lieut. in 21st Regt., U. S. C. T.

CAPT. JAMES R. MATHEWSON came to Freetown in 1854, and worked in the Davis & Thresher Gun Factory six years. He enlisted in Company G, 3rd Regt., M.V.M., in Aug., 1854. He was elected 1st Lieut. (from private), May 8, 1855; elected Captain March 4, 1857; resigned July, 1860. He joined the 7th Regt., Mass. Vols., and was commissioned 2nd Lieut., June 15, 1861; 1st Lieut., Nov. 13, 1861; Captain, Oct. 25, 1862. Mustered out June 27, 1864. He died in Taunton.

LIEUT. EPHRAIM H. HASKINS, son of Russell and Mercy Haskins, was born in Freetown. He was a member of Company G, 3rd Regt., M. V. M., and served with the company in the Fortress Munroe campaign in 1861. He joined the 58th Regt., Mass. Vols., in 1864, served as 1st Sergt., and was commissioned 2nd Lieut., Aug. 8, 1864. He was killed in the battle near the Weldon Railroad, Va., Sept. 30, 1864.

LIEUT. JOHN A. SAYLES, of Somerset, Mass., enlisted in Company G, 3rd Regt., M.V. M., in June, 1855; discharged July, 1856. He was a 1st Lieut. in the 29th Regt., Mass. Vols., Dec. 13, 1861, and served with that regiment until Sept. 12, 1862, when he resigned.

LIEUT. GEORGE H. WINSLOW, son of Abner



LIEUT. GEORGE H. WINSLOW.

Winslow, was born in Freetown. He enlisted in Company G, 3rd Regt., M. V. M., in 1855; was discharged Jan. 31, 1859, and mustered into Company G (Fall River), 26th Regt., Mass. Vols., Sept. 24, 1861. He served as Private, Corporal, Sergeant, and was commissioned 2d Lieut., May 31, 1863. He was mustered out Nov. 7, 1864.

CAPT. HIRAM B. WETHERELL was appointed by President Lincoln a Captain and Quarter-Master in the Regular Army and served during the Rebellion. After the war he came to Freetown and lived on the homestead of Capt. Elisha Pratt, the father of his wife. For 25 years he was prominent in town affairs, serving on the school committee several terms.

The following men enlisted in the Spanish-American War, 1898, viz.:—

MILTON IRVING DEANE, Gunner's Mate, U. S. Monitor, Lehigh.

PEMBROKE PEIRCE, Company F, 1st Regt., M. V. M.

FRANK RUSSELL WING, Company I, 1st Regt., R. I. Volunteers.

Soldiers buried in Freetown, whose graves are decorated each Memorial Day:

ASSONET CEMETERY.

War of Rebellion.

JOHN Q. ADAMS,	RUSSELL HASKINS,
CHESTER W. BRIGGS,	CHARLES R. HASKINS,
CLEMENT C. CANNON,	SAM. C. HATHAWAY,
JAMES C. CLARK,	LYNDE HATHAWAY,
GEORGE H. DEAN,	ANDREW T. HAMBLY,
WILLIAM R. DEAN,	ROBERT JENKINS,
JOSEPH W. DUNHAM,	JOHN W. MARBLE,
WILLIAM H. FISHER,	JOHN H. NICHOLS,
JOSEPH W. GOFF,	LUTHER PICKENS,
JAMES H. HASKELL,	WILLIAM PRATT,
ABRAM HASKELL,	ENOS B. PAYNE,
ABRAM H. HASKELL,	EBENEZER W. PIERCE,

JAMES M. PEIRCE,
WILLIAM READ,
EDWARD E. READ,
WILLIAM ROSE,
ANDREW J. THRESHER,
JAMES THOMPSON,
H. E. TINKHAM,
JOSEPH B. WEAVER,
THOMAS WESTGATE,
WILLIAM S. WINSLOW,
JOSEPH W. WINSLOW,
ELERY B. WYATT,
GEORGE D. WILLIAMS.

BRALEY CEMETERY.

War of Rebellion.

PHILO L. BRALEY,
GEORGE McCULLY,
EPHRAIM HASKELL,
MARTIN HASKELL,
WILLIAM HASKELL,
PHINEAS REYNOLDS,

BRALEYVILLE CEMETERY.

War of Rebellion.

JOHN WESTGATE,
PRESERVED WESTGATE.
War of 1812.

ROGER HASKELL,
NOAH REYNOLDS,
THOMAS WESTGATE.

CHASE CEMETERY.

War of Rebellion.

AZEL CHACE,
JAMES F. VINAL.
War of 1812.

ASA SPOONER.

MORTON CEMETERY.

War of Rebellion.

ANDREW J. FULLER,
CHARLES T. PEIRCE,
EDMUND WILLIAMS.

War of Revolution.

JOSEPH COLE,
NATHANIEL MORTON,
ISAAC PEIRCE.

RICHMOND CEMETERY.

War of 1812.

JOHN RICHMOND,
SAMUEL RICHMOND, JR.,
ISAAC RICHMOND,
ABRAM RICHMOND.

War of Revolution.

SAMUEL RICHMOND,
JAMES RICHMOND,
JONATHAN RICHMOND.

ROUNSVILLE CEMETERY.

War of Rebellion.

ALBERT E. CHACE,

JAMES M. HERVEY,

SETH H. CHACE,

SIMON D. ROUNSVILLE,

FISHER A. CLEVELAND,

CALVIN THOMAS.

War of 1812.

GILBERT ROUNSVILLE,

THOMAS ROUNSVILLE,

SILAS ROUNSVILLE,

War of Revolution.

LEVI ROUNSVILLE.

WHITE CEMETERY.

War of Rebellion.

EPHRAIM BOOMER,

OLIVER WASHBURN,

S. A. MACOMBER,

War of 1812.

ELIJAH PARKER

PHILIP EVANS BURIAL GROUND.

War of Rebellion.

WILLIAM THORPE.

MICHAEL HATHAWAY BURIAL GROUND.

War of Rebellion.

RUSSELL H. HATHAWAY.

War of 1812.

MICHAEL HATHAWAY.

QUAKER BURIAL GROUND.

War of Rebellion.

JOHN BOYCE.

SAMUEL PIERCE.

PLUMMER BURIAL GROUND.

War of Rebellion.

ANDREW LAWTON.

PAYNE BURIAL GROUND.

War of Rebellion.

GEORGE O. HOUGHTON,

HENRY B. PAYNE.

CHARLES C. PAYNE.

War of 1812.

HENRY PAYNE,

GEORGE PAYNE.

THE LAWYERS.

BY BENJAMIN BUFFINTON.

WILLIAM A. LEONARD, of Raynham, was graduated from Brown University in 1793. He was among the first of the profession to practice law at Assonet Village in Freetown. He boarded in the family of Col. Benjamin Weaver, and used the west front chamber of the colonel's house for his office until he finished a building constructed of lumber sent from Raynham. This building stood a short distance south of the Congregational meeting-house, and was used for a school house in later years. Mr. Leonard remained at Freetown only a short time and then returned to Raynham.

WASHINGTON HATHAWAY, a native of Freetown, was the son of Joseph and Eunice (Winslow) Hathaway. He was born September 4, 1777, and was graduated from Brown University in 1798. His law office stood on the north side of Water Street. He commenced the practice of law in or about 1802. He died February 10, 1818.

GEORGE BONUM NYE HOLMES, a native of Rochester, was the son of Abraham and Bethiah (Nye) Holmes. He was admitted to Plymouth County bar, April, 1809. He located in Freetown about 1810, in a building on the north-west corner of Main and Water Streets, and practiced law in Freetown and Fall River. He married Elizabeth, daughter of Thomas and Abigail Payne, of Freetown, January 8, 1813. Mr. Holmes was a brother of Charles J. Holmes, Esq., a lawyer of great ability and

a leading citizen of Fall River for many years. In the war of 1812, Mr. George B. N. Holmes served in the United States navy.

HERCULES CUSHMAN was born in Middleboro. He there studied law, and soon after his admittance to the bar he was appointed clerk of the Plymouth County Court and was elected as representative to the State Legislature. In 1813 he settled in Freetown, whence he was sent as Representative to the General Court for eight sessions. He served one year, 1826, in the Governor's Council. He was also a Collector of Customs. He served in the militia of Bristol County and was elected Colonel of the Fifth Regiment. He returned to Middleboro in 1828, and was again sent to the State Legislature. He died in 1832. He was a man highly honored by his fellow-citizens and eminently successful in his profession.

HEZEKIAH BATTELLE was born in Dover, Mass., May 2, 1788. He was a graduate of Brown University in the class of 1816, and afterwards studied law in the office of Hercules Cushman, the honored attorney of Freetown. Upon his admission to the bar he became partner of Mr. Cushman, but only for a few years, when he removed to Swansea and there practiced law until 1827. Then he settled permanently in Fall River, and for many years was one of the foremost men of the bar in this vicinity. He was actively interested in all matters relating to the welfare of his adopted home, filling many offices of trust and responsibility. He was a member of the Massachusetts House of Representatives 1838-39, and 1848-49. He died January 22, 1872.

RUFUS BACON was a native of Rochester, and came to Freetown in 1814. He occupied the same office that was used by Mr. Holmes. He was interested in the militia of the State and was commissioned Captain of the Assonet Light Infantry Company, June 13, 1818, which he held for six years. He was a member of General

Court for the year 1827, and chairman of the County Commissioners for 1828. He removed to the State of New York during the latter year. The house now owned and used for a parsonage by the Congregational Society was built and occupied by Mr. Bacon.

EZRA WILKINSON was born in Wrentham, Mass., February 14, 1801, and died in Dedham, Mass., February 6, 1882. He was graduated from Brown University in the class of 1824, and was admitted to the bar in 1828. He came to Freetown in March, 1829, and opened a law office in the same building that was used by Mr. Holmes and Mr. Bacon. He soon moved to Seekonk, Mass., and in 1835 he moved to Dedham, Mass., where he remained until his death. He was a member of Massachusetts House of Representatives three sessions; a member of the Massachusetts Constitutional Convention in 1853, and Associate Justice of Massachusetts Superior Court from 1859 to 1882.

WILLIAM H. EDDY, a native of Middleboro, was graduated from Brown University in 1831, and settled in Freetown in 1835; but because of poor health he soon returned to Middleboro, where he died in 1838.

JOSEPH HATHAWAY was born in Freetown, March 9, 1799. He was the son of John and Betsey (Winslow) Hathaway. He was a graduate of Brown University in 1820. He located and practiced law in Fall River in 1825 to 1837. The first newspaper printed in Fall River was "The Monitor," which was first published January 6, 1825, by Nathan Hall. Mr. Hathaway was its first editor. He was considered one of the most brilliant lawyers of his day. He was elected a member of the General Court in 1827. He came to Assonet in 1837, where he opened a law office. He went back to Fall River in 1844, but soon returned to Assonet, where he died April 9, 1865. He was during his life distinguished as a temperance lecturer.

ELNATHAN P. HATHeway was born November 12, 1797, in Freetown, Mass. He was the son of Dr. Nicholas and Anna Peirce Hatheway. Elnathan fitted for college at

Peirce Academy in Middleboro, and was graduated from Brown University in the class of 1818. He studied law and located for practice in Assonet Village. He was engaged for many years in most of the important cases that came before the courts of Bristol County. He held many offices in the town, viz.: Assessor for five years, Treasurer for one year, Senator for one year, Representative to the



ELNATHAN P. HATHeway.

General Court for five years, member of the Massachusetts Constitutional Convention in 1853. He married Salome Cushman. He died January 23, 1858.

NICHOLAS HATHeway, son of Elnathan P. and Salome (Cushman) Hatheway, was born in Freetown, September 3, 1824. He attended the public schools of his native town, and Phillips Academy. He fitted for college at Pierce Academy at Middleboro, and was graduated from Brown University in the class of 1847. He studied law in his father's office, preparatory to being admitted to the bar as a lawyer in his native town. In 1856 he was elected to the State Senate; in 1857 he was appointed weigher and gauger in the Custom House at Boston, and held the office until 1861. He removed to Fall River in 1867, where he resumed the practice of law, and for years

was an active member of the bar of Bristol County, being the successful attorney for the defendant in many criminal cases. Mr. Hatheway was elected alderman in 1874; a member of the General Court in 1875, and was Postmaster at Fall River under the administration of President Cleveland. He was elected City Solicitor for the year 1890. Mr. Hatheway is well and favorably known as a political speaker, having always been a worker in the ranks of the Democratic party. His son, Nicholas Hatheway, Jr., was graduated at Brown University, class of 1883. He studied in the law office of Braley & Swift, preparatory to being admitted to the bar in 1888. He is now a practicing lawyer in Fall River.

JUDGE HENRY K. BRALEY was born in Rochester, Mass., the son of Samuel T. and Mary King Braley. His grandfather Abner Braley married Polly Hinds of Free-town, and lived for a short time in East Freetown, moving from there to Fairhaven, where their son Samuel T. was born. They then moved to that part of North Rochester known as Braley Hill. Bradford Braley, the brother of Abner Braley, was elected Selectman of Free-town in 1850, and twice went as Representative to the Legislature. Judge Braley was educated in the common school of his native town, Rochester Academy and Peirce Academy at Middleboro. He studied law with Hon. Hosea Kingman at Bridgewater, and was admitted to the bar in Plymouth County, October, 1873. He began to practice law in Fall River, December, 1873. He served the city as City Solicitor in 1874, and as Mayor in 1882 and 1883. He was appointed a judge of the Superior Court in 1891. He married Caroline W., daughter of Philander and Sarah L. Leach.

When acting officially he is one of the few men who come at once to the point and who say nothing unless they have something relevant to say. The recent testimony of a Boston newspaper may fittingly be quoted in characterization of the judge: "No Massachusetts judge seems to

fit better in his place than does Judge Braley in the equity session. Prompt in the despatch of business, quick to see the points at issue, able instantly to disentangle the web of sophistry, or clear away the clouds of misstatement, misunderstanding, or doubt, he pierces to the very marrow of the question, and decides ably, fairly and courageously."

NOTE.—December 17, 1902, Governor W. Murray Crane worthily advanced Judge Braley to a seat on the bench of the Supreme Judicial Court, vice Judge Marcus P. Knowlton elevated to Chief Justice.

The HON. JAMES M. MORTON was born on September 5th, 1837. His parents, James M. and Sarah (Tobey) Morton, were both natives of the eastern part of the town of Freetown.

Judge Morton was educated in the Fall River High School, Brown University, and the Harvard Law School. He began the practice of law in the office of the late Judge Lapham.

In 1864 he formed a partnership with Hon. John S. Brayton and later Hon. Andrew J. Jennings was taken into the firm, which continued until Judge Morton's appointment to the Supreme Judicial Court of this State by Governor Brackett, in September, 1890.

The vacancy on the Bench which Judge Morton was called to fill was made by the promotion of Associate Justice Walkridge A. Field to the place of Chief Justice, a position which, up to that time, had been held for many years by the Hon. Marcus Morton, who was also a descendant of the East Freetown family.

THE PHYSICIANS.

BY PALO ALTO PIERCE.

EARLY in the beginning of the seventeenth century we hear of an old midwife called Granny Brightman, whose circuit of practice was very extensive. She lived in the southern part of Freetown, near Slade's Ferry. On one occasion we find her in Beech Woods in Lakeville, pressing onward in a severe snow-storm to the assistance of a suffering sister. Her horse gave out and she called upon Isaac Peirce (who had squatted there), for a fresh one, but he refused her and allowed her to pursue her journey as best she could. This was not the end of it, however, for when Isaac Peirce,—who was a Quaker, and had left the Massachusetts Bay Colony on account of the bitter feeling which still continued there toward those professing that faith,—next went to the Friends' Quarterly Meeting at Swansea, whom should he find there but Granny Brightman? She had come to enter complaint against him for refusing her assistance in her time of need, and after a patient hearing it was determined as the sense of the meeting, that he should make to her a formal and humble acknowledgement of his fault, which he accordingly did.

In 1734, March twenty-sixth, the town voted to Thomas Brownell the sum of six pounds to doctor Hannah Negus one month, and again the said Brownell was paid the next year for similar services five pounds, ten shillings, and was to find meat for himself and furnish his own horse.

DR. JOHN TURNER, a native of Freetown, living at what was then called Bowenville, within the present limits of Fall River, had a practice which extended as far as Newport on the south, where his services were constantly in demand during the Revolution. In manner he was very brusque. The story is told of his having been called to Josiah Winslow, one of the settlers, who had while attempting to mend his chimney by standing on the trammel, sustained a fall and injury to his head. Dr. Turner arriving, and asking the usual "How d'y'e do," his patient answered in a faint voice, "Oh doctor, I'm afraid I've knocked my brains out!" "Pshaw, Mr. Winslow, no such thing, you never had any brains," was the doctor's reply. Dr. Turner was of large frame and well proportioned, and lived to a good old age highly esteemed among his brethren. He had two sons who were physicians. John, the younger, born March 22, 1748, commenced practice in Freetown and had the care of a hospital for inoculation of small-pox in 1777. He was also employed by the Government in the Navy.

DR. JESSE BULLOCK came into Freetown over one hundred years ago, from Rehoboth. He married Mehitable Winslow in 1765. In 1774 he was chosen one of a committee to draft resolutions expressive of the sense of the town in regard to the destruction of the tea in Boston Harbor. In 1777 Dr. Bullock was recommended to have the care of a hospital for the inoculation of small pox. In 1779 he was chosen chairman of a committee to draw up instructions for a delegate to the Constitutional Convention of 1780. In 1783 he was elected Representative to General Court. He was also appointed a Justice of the Peace. He had an extensive practice, at least territorially, and was a man of wide reading and general intelligence, and was considered an authority in his profession.

DR. WILLIAM CARPENTER was born in Rehoboth in 1771, pursued his medical studies with his uncle, Dr. Jesse Bullock, and finally took a large share of the practice.

With medical literature and many of those branches usually pursued in medical schools, he was probably not intimately acquainted; his knowledge was obtained rather at the bedside of the sick than from books. He possessed a delicacy of discrimination which the mere book-worm might envy. His method of treatment was heroic, and he was very successful. His native good sense, mechanical turn of mind and a lack of anything like timidity in seasons of danger, eminently fitted him for his profession. He was famed for his success in treatment of intermittent fever by active emetics and cathartics. He was naturally irascible and combative, and had it not been for his religious principle he might have been quarrelsome, for he frequently acknowledged that the control of his temper had cost him many a severe effort. Dr. Carpenter's influence in public and private was thrown decidedly on the side of order and good morals. He died December 6, 1849, aged 78 years.

DR. NICHOLAS HATHEWAY was contemporary with Dr. Carpenter. Born in North Dighton, December 4, 1773, he was the son of Stephen and Hope (Peirce) Hatheway. He graduated from Brown University in June, 1794, and commenced the practice of medicine in Freetown the same year. He married Anna Peirce, December 3, 1795. In 1796 he had what was called a pest-house, and one thousand persons went thither to be inoculated, there to remain six weeks. Dr. Hatheway attended for this period and received from each patient two dollars for his services. He practiced in Freetown twenty-three years, and was very generally beloved. Dr. Hatheway and Mr. David Leonard (grandfather of Secretary John Hay) married sisters, and in 1817 both men with their families moved to Ohio, to the great regret of their townspeople. Mr. Guilford H. Hathaway used to tell how he remembered, as a small boy, sitting down by the roadside and crying when he saw Dr. Hatheway's household goods being carried away. His wife Anna died Sept. 28, 1822,

and April 15, 1824, Dr. Hatheway married Mrs. Elizabeth Morton, widow of David Morton. A daughter Anna, born in 1827, afterward Mrs. Gillespie, was the only child by this marriage. He died August 24, 1848. Dr. Hatheway went west with the intention of quitting the practice of medicine, but the locality where he settled was malarial, and his medical services were in such demand that he acquired a very extensive practice. All his traveling was done on horseback; once even he rode to Massachusetts and returned upon his horse. He was at one time Associate Justice for Union County and a Representative to the Ohio State Legislature in 1822, 1834-35. He was a man of great ability, in politics a strong Jacksonian Democrat. He was portly, of a commanding presence, and was affable, generous, and enjoyed fully the confidence of everyone who knew him.

DR. THOMAS BUMP succeeded Dr. Hatheway. He was born in Middleboro, July 8, 1790, and died October 5, 1877, aged 87 years.

He fitted for college at Pierce Academy in Middleboro, being a student there at the opening in 1808, and was graduated from Brown University in 1814. In choice of a profession his mind was first directed toward the ministry, but he finally decided upon the practice of medicine, studying with Dr. Arad Thompson of Middleboro till prepared to practice, and then en-



THOMAS BUMP, M. D.

tering the extensive field of Dr. Nicholas Hatheway in Freetown, which the latter had concluded to abandon, and continuing in it for nearly sixty years. Unlike most physicians he kept his prices down to the old standard, extracting a tooth for "ninepence" and charging from a quarter of a dollar to thirty-seven and a half cents for a visit, and if the patient was poor rarely calling for payment of these small sums. The war prices caused by the Rebellion compelled him to increase his charges, which even then he did not allow to exceed fifty cents a visit. Dr. Bump was repeatedly elected to the school board, where he served twelve years. He was Town Clerk in the years 1824,-'25,-'32,-'33,-'34, and was a Selectman in 1828. He was a Representative to the General Court in 1828-29, was commissioned Justice of the Peace February 25, 1830, and Surgeon of the 5th Regiment of local militia in 1818. In politics he was a Democrat, not simply by profession, but by heart. In fact he was too honest a man to be anything by profession that he was not in reality. He married, just before he came to Freetown, Miss Pulcheria Olney of Providence.

There were some other physicians in town in the century covered by Dr. Hatheway and Dr. Bump. Dr. Joshua H. Brett, son of the first minister ordained in Freetown, born June 29, 1751, was a physician of some note, and was also chosen a school-master for the year 1783. A Dr. James Ashley, who lived in the easterly part of the town, had a medical bill allowed by the town in 1804. Dr. Cornelius Tobey, who appears as a Selectman in 1806, was son of Dr. Tobey of Dartmouth, a man quite distinguished in his time, being the preceptor of Dr. William Baylies of Dighton and Dr. Ebenezer Winslow of Swansea. Dr. Oliver Cushing had an account allowed in 1816. He was a graduate of the medical department of Brown University and he remained but a year in Freetown. Dr. Seth E. Pratt, son of Dr. Seth Pratt of Easton, commenced prac-

tice in Taunton near Myricksville in 1832 and removed to Freetown in 1835. He remained only about three years, when he returned to Easton, where he died shortly after. Dr. B. W. Hathaway, a native of Freetown, studied with Dr. Pratt and Dr. Swan. After practising here with more credit to himself than profit, he removed to Fall River, and later went to California.



THOMAS G. NICHOLS, M. D.

DR. THOMAS G. NICHOLS, a son of Captain John Nichols, was born in Freetown, November 9, 1819, and received his literary education at Union College, where he was graduated in 1843 with high standing in his class. In the Fall of 1844 he began studying with Dr. Willard Parker in New York City, and attended the course of lectures at the College of Physicians and Surgeons in that city the succeeding winter. He next studied at the Jefferson Medical College in Philadelphia, and returned to Freetown to begin the practice of medicine there in 1847. In 1852 he was married to Miss Irene Lazell, daughter of Barzillai Crane of Berkeley. In 1862 Dr. Nichols became a partner and the financial manager in the firm of N. R. Davis & Co., continuing this connection until his death, February 16, 1883. He was for over thirty years an active and influential member of the Congregational Church in Assonet, a man who took a deep interest in public affairs and was foremost in all that pertained to the best interests of the town.

DR. EDMUND VALENTINE HATHAWAY was born in Freetown, January 18, 1888, the son of Capt. Edmund Hathaway. He was graduated from Brown University in 1840, studied medicine and located in Providence, R. I., where he practised until the gold mines of California were discovered in 1849, when he went to San Francisco and later entered the commission and warehouse business with his brother, Charles W. Hathaway. As a member of the Vigilance Committee of 1856, he became a prominent figure in the stirring affairs of that time. The brothers were generous supporters of Starr King's church. Dr. Hathaway was married in 1862 to Miss Katherine A. Buffum of Providence, R. I. He was a resident of Berkeley, Cal., at the time of his death, December 10, 1899. Although he never practised medicine in Freetown, mention of him among our physicians seems most appropriate, as he never lost interest in his native town, the bell of the Christian Church being a gift from him.

DR. JOSEPH C. HATHEWAY, son of Hon. Elnathan P. Hatheway, was born in Freetown in 1833. He studied medicine with Dr. Bump for one year, then entered the Jefferson Medical College in Philadelphia, where he graduated in 1856, and at once established an office in Ottawa, Illinois. He was one of the oldest members of the La Salle County Medical Society, and has acted as president of the same. He was also connected with the State Medical Society. At one time he held the position of County Physician and Surgeon, and was an efficient member of the United States Board of Pension Examiners. In 1857 the doctor married Miss Annie Crane of Assonet. She died March 15, 1865, and he married Miss Mary J. Church in June, 1861, and again February 9, 1897, he married Mrs. C. S. Phelps.

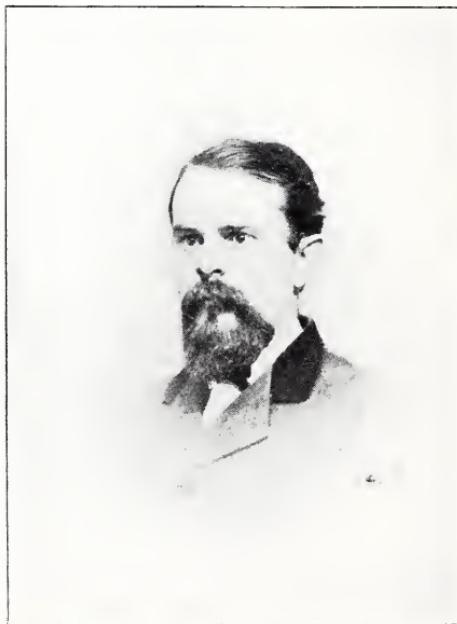
DR. BRADFORD BRALEY was the youngest son of Ezekiel and Mary (Tripp) Braley. Born July 12, 1793, he commenced his life of usefulness by going among the sick as a nurse, and on the death of Dr. Spooner of Long

Plain, purchased his books and qualified himself for his subsequent long and successful practice. He held various town offices, was a Justice of the Peace for many years and twice represented his town in the Legislature. He married Patience Parker, by whom he had nine sons and three daughters. Three sons, Alphonso C., Alonzo H., Philo L., and his two sons-in-law, Lemuel Washburn and George McCully, were in the Union Army, and two died of disease contracted in the service. Dr. Braley died February 7, 1872. He was an uncle of his Honor, H. K. Braley of Fall River.

DR. SETH P. WILLIAMS, father of the late Capt. George Dean Williams practiced in Freetown for quite a term of years, and it is regretted that it is impossible for the writer to give a detailed account of his life.

Contemporary for a short time with Dr. Bump and finally absorbing the entire practice, was DR. HENRY HAMILTON SPROAT, son of Earl and Bethania Sproat, and

a grandson of Judge Weston of Plymouth County. He was born in Middleboro on April 10, 1842. He spent his early life at the old Sproat homestead in Muttock, a house notable for the fact that Lafayette once spent the night there, while Benjamin Franklin held receptions in it. He attended Peirce Academy and read medicine with Dr. Comstock, later attending the Harvard Medical School, where he



HENRY H. SPROAT, M. D.

was graduated with honor in 1865. He was then chosen for immediate service in the army, being appointed Acting Assistant Surgeon of the 25th Army Corps, and after Lee's surrender was sent to Texas, where he was discharged on account of illness in September, 1865. Next he established a practice in East Taunton, but after a short time he went to California,



CHARLES A. BRIGGS, M. D.

extending the tour to China and Japan. Upon returning to San Francisco he accepted the post of surgeon on one of the Pacific Mail Steamers running between San Francisco and Panama. When these trips were discontinued he came east and located in Assonet in 1869. In September, 1872, he married Katherine, daughter of John and Ellen Thorpe. He resided in Assonet until his death, March 14, 1892. He was a member of the Massachusetts Society of the Cincinnati, inheriting membership from his uncle, Col. Ebenezer Sproat of Revolutionary fame, who was one of the charter members. He was also a member of the Massachusetts Medical Society. He was considered an authority as a physician, and was a genial man of generous nature, a stranger to sophistry.

DR. CHARLES A. BRIGGS, the present physician, was born in Charlestown, Mass., December 25, 1863. He attended the public schools in Brockton, was graduated from Brown University in 1885, and studied at the Long Island College Hospital from 1886 to 1889. He was

appointed interne at the hospital after graduation and remained there one year. In 1891 he went to Swansea, but in 1892 came to Assonet, in Freetown. The esteem in which he is held speaks for itself and needs no comment.



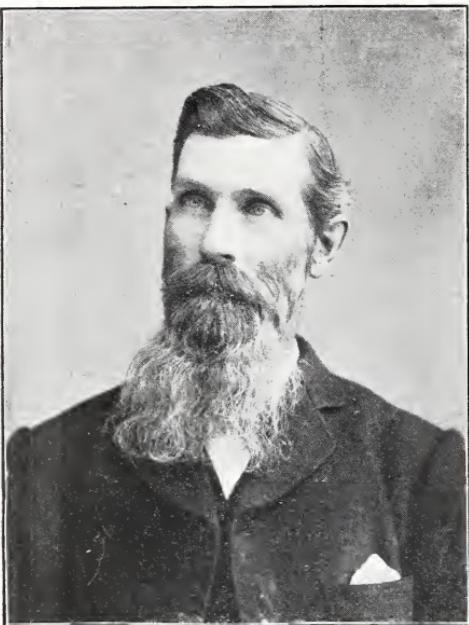
RESIDENCE OF CHARLES A. BRIGGS, M. D.



TOWN HALL — BUILT 1888.

TOWN OFFICERS.

*LIST OF CLERKS, TREASURERS, SELECTMEN, ASSESSORS,
SCHOOL COMMITTEES, POSTMASTERS, STATE REPRE-
SENTATIVES, SENATORS, GOVERNOR'S
COUNCILORS, AND GOVERNOR.*



JOSEPH S. TAYLOR.



PALO ALTO PEIRCE.



RESIDENCE OF JOSEPH S. TAYLOR.

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR.	CLERK.	TREASURER.	SELECTMEN.
1683-'84	No record.	No record.	Thomas Terry, Thomas King, John Bailey.
1685			Thomas Terry, Thomas King, Job Winslow.
1686			John Hathway.
1687	Samuel Gardiner,		John Hathway, Samuel Gardiner.
1688			Thomas Terry, Job Winslow, John Read.
1689			Thomas Terry, Sam'l Gardiner, Sam'l Howland.
1690			
1691	Samuel Gardiner,		Job Winslow, Sam'l Gardiner, John Read.
1692			
1693-'95	No record.	No record.	
1696	Joshua Tisdale,		Joshua Tisdale, John Simmons, Thos. Makepeace.
1697	Joshua Tisdale,		Joshua Tisdale, John Simmons, John Read.
1698-'99	Joshua Tisdale,		Joshua Tisdale, John Hathway, Benj. Chase.
1700	Thomas King,		Thomas King, John Hathway, John Read, Jr.
1701	John Read, Jr.,		Job Winslow, John Hathway, Thomas Makepeace.
1702-'03	John Read, Jr.,		Job Winslow, Josiah Winslow, Robert Durfee.
1704	John Read, Jr.,		Job Winslow, Josiah Winslow, Joshua Tisdale.
1705	John Read, Jr.,		Job Winslow, Thomas Terry, Joshua Tisdale.
1706	John Read, Jr.,		Job Winslow, John Hathway, John Simmons.
1707	John Read, Jr.,		John Hathway, Nicholas Morey, John Simmons.
1708	John Read, Jr.,		John Hathway, Benjamin Chase, Thomas Thurston.
1709	John Read, Jr.,		John Hathway, Josiah Winslow, Thomas Thurston.
1710	John Read, Jr.,		William Winslow, Josiah Winslow, Ralph Earle.

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR.	CLERK.	TREASURER.	SELECTMEN.
1711	John Read, Jr.	John Read,	Job Winslow, John Hathaway, Jonathan Dodson.
1712	John Read, Jr.	Thomas Terry,	Thomas Terry, Joseph Reed, Jonathan Dodson.
1713	John Read, Jr.	Thomas Terry,	Thomas Terry, John Hathaway, Joseph Blackman.
1714-'15	John Read, Jr., Lt. Robert Durfee,	Thomas Terry.	Jonathan Dodson, Joseph Reed, Joseph Borden.
1716	John Read,	Thomas Terry,	Benjamin Chase, Robert Durfee, Jacob Hathaway.
1717	John Read,	Thomas Terry,	Thomas Terry, Jonathan Dodson, Joseph Reed.
1718	John Read,	Thomas Terry,	Robert Durfee, Jonathan Dodson, Joseph Reed.
1719	Jonathan Dodson,	Thomas Terry,	John Hathaway, Jonathan Dodson, Benjamin Chase.
1720	John Read,	William Winslow,	Jacob Hathaway, Jonathan Dodson, Benjamin Chase.
1721	John Read,	William Winslow,	Jacob Hathaway, Samuel Forman, Benjamin Chase.
1722-'23	John Read,	William Winslow,	Jacob Hathaway, Samuel Forman, Benjamin Chase, Jr.
1724-'27	John Read,	William Winslow,	Jacob Hathaway, Samuel Forman, Thomas Terry.
1728-'29	John Read,	George Winslow,	Jacob Hathaway, Samuel Forman, Thomas Terry.
1730	John Read,	George Winslow,	Joseph Reed, George Winslow, Walter Chase.
1731-'34	John Read,	George Winslow,	Thomas Terry, Esq., Jacob Hathaway, Samuel Forman.
1735-'37	John Read,	George Winslow,	Thomas Terry, Esq., Jacob Hathaway, Samuel Forman.
1738-'44	Joseph Reed,	George Winslow,	Thomas Terry, Esq., Jacob Hathaway, Samuel Forman.
1745-'48	Ambrose Barnaby,	George Winslow,	Samuel Tisdale, Stephen Chase, James Chase.
1749	Ambrose Barnaby,	Philip Hathaway,	Samuel Tisdale, John Winslow, James Chase.
1750	Abiel Terry,	Philip Hathaway,	Samuel Tisdale, John Winslow, James Chase.
1751	Abiel Terry,	Philip Hathaway,	Abiel Terry, John Winslow, Samuel Valentine.
1752-'53	Abiel Terry,	George Chase,	Abiel Terry, Ebenezer Hathaway, George Chase.
1754	Abiel Terry,	John Winslow,	Abiel Terry, Ambrose Barnaby, Joshua Boomer.

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR	CLERK.	TREASURER.	SELECTMEN.
1755	Maj. Abiel Terry,	Lt. James Winslow,	Maj. Abiel Terry, Ambrose Barnaby, Joshua Boomer.
1756	Maj. Abiel Terry,		Maj. Abiel Terry, Ambrose Barnaby, George Brightman.
1757	Maj. Abiel Terry,		Thomas Durfee, Philip Hathaway, Nathan Simmons.
1758-'59	Maj. Abiel Terry,		Capt. Ambrose Barnaby, Philip Hathaway, Nathan Simmons.
1760	Maj. Abiel Terry,		Thomas Durfee, Philip Hathaway, Nathan Simmons.
1761	Maj. Abiel Terry,		Thomas Durfee, Philip Hathaway, Nathan Simmons.
1762	Maj. Abiel Terry,		Thomas Durfee, Abiel Terry, George Brightman.
1763-'66	Capt. Ambrose Barnaby.	Capt. James Winslow,	James Winslow, Abiel Terry, George Brightman.
1764	Zebedee Terry,	Nathan Simmons,	Thomas Durfee, Philip Hathaway, Nathan Simmons.
1768	Zebedee Terry,	Nathan Simmons,	Thomas Durfee, Philip Hathaway, Nathan Simmons.
1769-'71	Zebedee Terry,	William Winslow,	Thomas Durfee, Philip Hathaway, Nathan Simmons.
1772	Zebedee Terry,	William Winslow,	Thomas Durfee, Thomas Gilbert, Jael Hathaway.
1773	Zebedee Terry,	Jonathan Reed,	Jael Hathaway, George Chase, — Borden.
1774	Zebedee Terry,	Jonathan Reed,	Samuel Barnaby, George Chase, — Borden.
1775	Samuel Barnaby,	Jonathan Reed,	Samuel Barnaby, George Chase, Elisha Parker, — Borden.
1776	Samuel Barnaby,	Jonathan Reed,	Samuel Barnaby, Jonathan Reed, Elisha Parker.
1777-'78	Samuel Barnaby,	Jonathan Reed,	Samuel Barnaby, Jonathan Reed, Abner Winslow.
1779	Samuel Barnaby,	Jonathan Reed,	Samuel Barnaby, Jona Reed, Abner Winslow, — Borden.
1780	Philip Hathaway,	George Winslow,	Nath. Morton, Jona Reed, Abner Winslow, Jos. Durfee.
1781-'82	Philip Hathaway,	Jonathan Reed,	Nath. Morton, Jona Reed, William Reed, Jos. Durfee.
1783	Philip Hathaway,	George Brightman,	Jael Hathaway, George Chase, George Brightman.
1784	Philip Hathaway,	George Brightman,	Jael Hathaway, Nathaniel Horton, George Brightman.

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR.	CLERK.	TREASURER.	SELECTMEN.
1785	Philip Hathaway,	Philip Hathaway,	Benjamin Durfee, Nathan Dean, Abner Winslow, Philip Rounseville, George Borden.
1786	Philip Hathaway,	Ambrose Barnaby,	Nathan Dean, Simeon Borden, Benjamin Durfee, Abner Winslow, Levi Rounseville.
1787	Philip Hathaway,	Ambrose Barnaby,	Ambrose Barnaby, Jonathan Reed, Benjamin Durfee, Levi Rounseville, Gilbert Hathaway.
1788	Ephraim Winslow,	Col. Benj. Weaver,	Ambrose Barnaby, Jonathan Reed, Gilbert Hathaway, Nathaniel Morton, 3rd, Benjamin Durfee.
1789	Ephraim Winslow,	Col. Benj. Weaver,	Ambrose Barnaby, Nathaniel Morton 3rd, Thomas Borden, Benjamin Reed, Benjamin Durfee.
1790	Ephraim Winslow,	Col. Benj. Weaver,	Ambrose Barnaby, Thomas Borden, Benjamin Durfee, Capt. Benjamin Reed, Nathaniel Morton 3rd.
1791	Ephraim Winslow,	Col. Benj. Weaver,	Ambrose Barnaby, Benjamin Reed, Benjamin Durfee, Nathaniel Morton 3rd, Thomas Borden.
1792	Ephraim Winslow,	Col. Benj. Weaver,	Nathaniel Morton 3rd, Ambrose Barnaby, Benjamin Durfee, Benjamin Reed, Thomas Borden.
1793–94	Ephraim Winslow,	Col. Benj. Weaver,	Jonathan Reed, Nathaniel Morton, Ambrose Barnaby.
1795	William Ennis,	Col. Benj. Weaver,	Benjamin Durfee, Nathaniel Morton, Ambrose Barnaby.
1796	William Ennis,	Col. Benj. Weaver,	Benjamin Durfee, Nathaniel Morton, Benjamin Reed.
1797	William Ennis,	Col. Benj. Weaver,	Luther Winslow, Nathaniel Morton, Ambrose Barnaby.
1798	William Ennis,	Col. Benj. Weaver,	Gilbert Hathaway, Nathaniel Morton, Ambrose Barnaby.
1799	William Ennis,	Darius Chase,	Gilbert Hathaway, Nath. Morton, Esq., Ambrose Barnaby.
1800	Benjamin Porter,	William Ennis,	Gilbert Hathaway, Nath. Morton, Esq., Ambrose Barnaby.

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR.	CLERK.	TREASURER.	SELECTMEN.
1801	Ebenezer Pierce,	Col. Benjamin Weaver,	Thos. Borden, Nathl. Morton, Levi Dean, Ambrose Barnaby.
1802	Capt. Job Peirce,	Col. Benjamin Weaver,	Thomas Borden, Nathaniel Morton, Luther Winslow.
1803	Ebenezer Peirce,	Col. Benjamin Weaver,	Daniel Douglas, Nathaniel Morton, Levi Dean.
1804	Ebenezer Peirce,	Col. Benjamin Weaver,	Daniel Douglas, Nathaniel Morton, Job Terry.
1805	Ebenezer Peirce,	Col. Benjamin Weaver,	Daniel Douglas, Nathaniel Morton, Job Terry.
1806	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Capt. Charles Strange, Samuel Hathaway.
1807	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Peregrine White, Chas. Strange, C. Tobey, Peter
1808	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Chas. Strange, Peter Nichols.
1809	Lt. William Pratt,	Col. Benjamin Weaver,	[Nichols.]
1810	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Daniel Douglas, Peter Nichols.
1811	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Daniel Douglas, Charles Strange.
1812-'13	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton. Daniel Douglas, Charles Strange.
1814	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Esq., David Terry, Edmund Hathaway.
1815	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Charles Strange, Edmund Hathaway.
1816-'17	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Charles Strange, John Terry.
1818	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Hercules Cushman, John Terry.
1819	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, John Hathaway, John Terry.
1820	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Silas Terry, John Terry.
1821-'22	Lt. William Pratt,	Col. Benjamin Weaver,	Job Morton, Silas Terry, Ephraim Merrick.
1823	Lt. William Pratt,	Robert Porter,	Job Morton, Malachi Howland, John Hathaway.
1824-'25	Thomas Bump, M.D.,	Robert Porter,	Job Morton, Malachi Howland, John Hathaway.
1826	Elder James Taylor,	Robert Porter,	Job Morton, Malachi Howland, David Evans.
1827	John T. Lawton,	Philip P. Hathaway,	Job Morton, Malachi Howland, David Evans.
		George Pickens,	
		Joseph Durfee, Jr.,	
		Joseph Durfee, Jr.,	

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR.	CLERK.	TREASURER.	SELECTMEN.
1828	John T. Lawton,	Joseph Durfee, Jr.,	Abram Ashley, Philip P. Hathaway, Thomas Bump.
1829	Ephraim Atwood,	Joseph Durfee, Jr.,	Job Horton, Philip P. Hathaway, Lot Strange.
1830	Ephraim Atwood,	Finathan P. Hathaway,	Malachi Howland, Philip P. Hathaway, Abram Ashley.
1831	Ephraim Atwood,	Joseph B. Weaver,	Malachi Howland, Philip P. Hathaway, Abram Ashley.
1832	Thomas Bump,	Joseph B. Weaver,	Malachi Howland, Philip P. Hathaway, George Pickens.
1833	Thomas Bump.	Joseph B. Weaver,	Malachi Howland, Gilbert Rounseville, George Pickens.
1834	Thomas Bump,	Guildford H. Hathaway,	Malachi Howland, Gilbert Rounseville, George Pickens.
1835	Col. Ephraim Winslow,	Guildford H. Hathaway,	Malachi Howland, Abner Braley, Stephen Barnaby.
1836	Col. Ephraim Winslow,	Guildford H. Hathaway,	John Hathaway, Abner Braley, Job Pierce.
1837	Alden Hatheway, Jr.	Guildford H. Hathaway.	John Hathaway, Abner Braley, George Cummings.
1838	Alden Hatheway, Jr.	Sylvanus S. Payne,	John Hathaway, Charles A. Horton, George Cummings.
1839	Alden Hatheway, Jr.	Sylvanus S. Payne,	Guildford H. Hathaway, Charles A. Horton, Geo. Cummings.
1840	Davis J. Barrows,	Sylvanus S. Payne,	Guildford H. Hathaway, Charles A. Horton, Jos. Cudworth.
1841	Davis J. Barrows,	Sylvanus S. Payne,	Guildford H. Hathaway, Charles A. Horton, Geo. Cummings.
1842	Joseph B. Weaver,	James M. Phillips,	Silas Terry, Charles A. Morton, Joseph Cudworth.
1843	Joseph B. Weaver,	Benjamin Burt, Jr.	Silas Terry, Guilford H. Hathaway, Joseph Cudworth.
1844	Joseph B. Weaver,	William Pratt 2d,	Charles A. Horton, Guilford H. Hathaway, Bradford Braley.
1845	Joseph B. Weaver,	Ebenezer W. Peirce,	Charles A. Horton, Joseph Cudworth, Gideon P. Hathaway.
1846	Joseph B. Weaver,	Gideon P. Hathaway,	Charles A. Horton, Joseph Cudworth, Gideon P. Hathaway.
1847	Joseph B. Weaver,	Guildford Hathaway,	Charles A. Horton, Philip Tripp, Gideon P. Hathaway.
1848	Joseph B. Weaver,	Guildford Hathaway,	*Alden Hatheway, Jr., Philip Tripp, Walter S. Rounseville.
1849	Thomas G. Nichols,	Guildford Hathaway,	Alden Hatheway, Jr., Sam'l F. Dean, Walter S. Rounseville.
1850-'52	Thomas G. Nichols,	Guildford Hathaway,	Alden Hatheway, Jr., Sam'l F. Dean, Bradford Braley.

*Chairman.

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR.	CLERK.	TREASURER.	SELECTMEN.
1853-'54	Thomas G. Nichols,	Guilford Hathaway,	Gideon P. Hathaway, Benjamin Evans, Abishai H. Chase,
1855	Thomas G. Nichols,	Guilford Hathaway,	Ambrose W. Hathaway, Ennis Hathaway, Abishai H. Chase,
1856	Thomas G. Nichols,	Guilford Hathaway,	Ambrose W. Hathaway, Geo. Dean, Marcus M. Rounseville,
1857	Thomas G. Nichols,	Guilford Hathaway,	Ambrose W. Hathaway, Thos. W. Phillips, M. M. Rounseville,
1858	Thomas G. Nichols,	Guilford Hathaway,	*John D. Wilson, Geo. W. Hall, Bradford Braley.
1859	Silas P. Richmond,	Guilford Hathaway,	Ambrose W. Hathaway, Thos. W. Phillips, M. M. Rounseville,
1860	Silas P. Richmond,	Guilford Hathaway,	Ambrose W. Hathaway, Sylvanus S. Payne, Asa Pickens,
1861	Silas P. Richmond,	John D. Wilson,	*John D. Wilson, James Piekett, Paul M. Burns.
1862	Silas P. Richmond,	James Burr,	John D. Wilson, Edmund D. Hathaway, Granville Allen
1863	George W. Hall,	James Burr,	John D. Wilson, Edmund D. Hathaway, Elijah D. Chase.
1864	Don C. H. Hathaway,	James Burr,	John D. Wilson, John W. Peabody, Elijah D. Chase.
1865	Don C. H. Hathaway,	Guilford Hathaway,	John D. Wilson, James W. Hathaway, M. M. Rounseville
1866	Don C. H. Hathaway,	Guilford Hathaway,	*David C. Thresher, Henry Winslow, Elijah D. Chase.
1867	Don C. H. Hathaway,	Guilford Hathaway,	*David C. Thresher, James W. Hathaway, Elijah D. Chase.
1868-'69	Don C. H. Hathaway,	Thomas G. Nichols,	*David C. Thresher, James W. Hathaway, Elijah D. Chase.
1870	Don C. H. Hathaway,	Guilford Hathaway,	*Alden Hathaway, Jr., James W. Hathaway, Elijah D. Chase.
1871	Don C. H. Hathaway,	Guilford Hathaway,	*Alden Hathaway, Jr., William Dean, Elijah D. Chase.
1872	Don C. H. Hathaway,	Guilford Hathaway,	*Alden Hathaway, Jr., William Dean, Cornelius Chase.
1873	Don C. H. Hathaway,	Guilford Hathaway	Manasseh S. Terry, *William Dean, Cornelius Chase.
1874	Don C. H. Hathaway,	Guilford Hathaway,	*George W. Hall, M. S. Terry, Cornelius Chase.
1875	Humphrey A. Francis,	George W. Hall,	*George W. Hall, Manasseh S. Terry, Cornelius Chase.
1876	Humphrey A. Francis,	George W. Hall,	*George W. Hall, Manasseh S. Terry, Charles Braley.
1877	Humphrey A. Francis,	Lewis P. Phillips,	*George W. Hall, Manasseh S. Terry, Charles Braley.

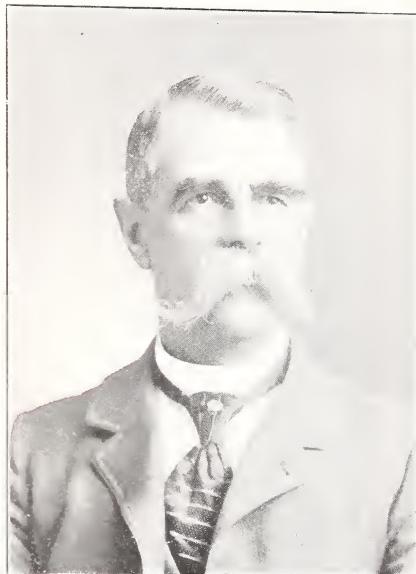
*Chairman.

LIST OF TOWN OFFICERS — CLERK, TREASURER AND SELECTMEN.

YEAR.	CLERK.	TREASURER.	SELECTMEN.
1878	Humphrey A. Francis,	Lewis P. Phillips,	*George W. Hall, Henry Peirce, Jonathan R. Gurney.
1879	Palo A. Peirce,	Nathan W. Davis,	*George W. Hall, Henry Peirce, Orson F. Braley.
1880	Palo A. Peirce,	John W. Pickens,	*Ebenezer W. Peirce, James Winslow Orson F. Braley.
1881	Palo A. Peirce,	John W. Pickens,	*George W. Hall, Ambrose Dean, Marcus M. Rounseville.
1882	Palo A. Peirce,	Frank A. Barrows,	*George W. Hall, Ambrose Dean, Marcus M. Rounseville.
1883	Palo A. Peirce,	Frank A. Barrows,	*George W. Hall, George B. Cudworth, Charles E. Chase.
1884	Palo A. Peirce,	Frank A. Barrows,	Palo A. Peirce, *George B. Cudworth, Job F. Lucas.
1885	William A. Davis,	Charles H. Read,	*Palo A. Peirce, James B. Hathaway, Job F. Lucas.
1886	Palo A. Peirce,	Charles H. Read,	*George W. Hall, Silas P. Richmond, Jonathan R. Gurney.
1887	Palo A. Peirce,	Charles H. Read,	*George B. Cudworth, Silas P. Richmond, Charles Braley.
1888	Palo A. Peirce,	Charles H. Read,	Gilbert M. Nichols, *Silas P. Richmond, Frank H. Ashley.
1889-'90	Palo A. Peirce,	Charles H. Read,	Gilbert M. Nichols, *Silas P. Richmond, Alden B. Lucas.
1891	Palo A. Peirce,	Charles H. Read,	Andrew M. Hathaway, *Silas P. Richmond, Alden B. Lucas.
1892-'93	Palo A. Peirce,	Frank A. Barrows,	Andrew M. Hathaway, *Silas P. Richmond, Alden B. Lucas.
1894-'95	Palo A. Peirce,	Charles A. Haskins,	Andrew M. Hathaway, *Silas P. Richmond, Alden B. Lucas.
1896	Palo A. Peirce,	Joseph S. Taylor,	*Geo. B. Cudworth, Andrew M. Hathaway, Geo. A. Braley.
1897	{ Joseph S. Taylor,	Joseph S. Taylor,	*Geo. B. Cudworth, Andrew M. Hathaway, Geo. A. Braley.
1898	Joseph S. Taylor,	Joseph S. Taylor,	*Geo. B. Cudworth, Andrew M. Hathaway, Geo. A. Braley.
1899	Joseph S. Taylor,	Joseph S. Taylor,	*Geo. B. Cudworth, John H. Evans, Job F. Lucas.
1900	Joseph S. Taylor,	Joseph S. Taylor,	*Geo. B. Cudworth, John H. Evans, Geo. H. Gibbs.
1901-'02	Joseph S. Taylor,	Joseph S. Taylor,	*Geo. B. Cudworth, John H. Evans, Charles Braley.
			*Chairman.



CHARLES BRALEY.



GEORGE B. CUDWORTH.



JOHN H. EVANS.



GILBERT M. NICHOLS

ASSESSORS OF FREETOWN.

YEAR.	NAMES.	AMT. RAISED.
1690	John Reed, Samuel Gardiner.	
1691	John Reed, Job Winslow, Samuel Gardiner, Benjamin	
1692-'96	No record. [Chase, Robert Durfee.	
1697	Joshua Tisdale, Samuel Howland, John Simmons.	
1698-'99	No record.	
1700		
1701	Job Winslow, John Hathaway, William Makepeace.	
1702-'03	Job Winslow, Josiah Winslow, Robert Durfee.	
1704	Job Winslow, Joshua Tisdale, Thomas Terry.	
1705	Josiah Winslow, Joshua Tisdale, Nicholas Morey.	
1706	Job Winslow, John Hathaway, John Terry.	
1707	Josiah Winslow, Thomas Thurston, John Terry.	
1708-'09	John Hathaway, Thomas Thurston, John Terry.	
1710	Josiah Winslow, Ralph Earl, William Winslow.	
1711	Job Winslow, Ralph Earl, Joseph Reed.	
1712	Jonathan Dodson, Thomas Terry, Joseph Reed.	\$100.00
1713	Josiah Winslow, Thomas Terry, William Winslow.	
1714	Jonathan Dodson, Joseph Borden, George Winslow.	
1715-'16	No record.	
1717	Capt. Constant Church, Wm. Winslow, Jos. Brightman.	
1718	Robert Durfee, Thomas Thurston, Joseph Brightman.	
1719	Thomas Terry, Joseph Reed, Samuel Tisdale.	
1720	George Winslow, Nicholas Morey, Thomas Gage.	66.67
1721	Walter Chase, John Hathaway, Isaac Hathaway.	
1722	Capt. Josiah Winslow, Capt. Chas. Church, Thos. Thurston.	
1723	Ebenezer Hathaway, Capt. Chas. Church, Jona. Dodson.	
1724	Samuel Valentine, Capt. Chas. Church, David Cudworth.	
1725-'29	Thomas Terry, Esq., Jacob Hathaway, Samuel Forman.	
1730	Walter Chase, Jacob Hathaway, Geo. Winslow, Benj. Chase.	
1731	No record.	333.33
1732	Thomas Terry, Jacob Hathaway, Samuel Forman.	
1733	No record.	
1734		333.33
1735	Thomas Terry, Jacob Hathaway, Samuel Forman.	
1736-'44	Thomas Terry, Jacob Hathaway, Samuel Forman.	456.50
1745	Barnabas Tisdale, Ambrose Barnaby, Steven Chase.	
1746	Barnabas Tisdale, John Winslow, Abiel Terry.	
1747-'49	Samuel Tisdale, James Chase, Steven Chase.	
1750	John Winslow, James Chase, Steven Chase.	
1751	John Winslow, Samuel Valentine, Abiel Terry.	
1752	Steven Chase, George Chase, Abiel Terry.	
1753	— — —, George Chase, Abiel Terry.	
1754	Ambrose Barnaby, Joshua Boomer, Abiel Terry.	266 67

ASSESSORS OF FREETOWN.

YEAR.	NAMES.	AMT. RAISED.
1755	Ambrose Barnaby, Joshua Boomer, Abiel Terry.	\$118 00
1756	Ambrose Barnaby, Capt. Geo. Brightman, Abiel Terry.	
1757	Thomas Durfee 2nd, Abraham Burden, James Chase.	100.00
1758	No record.	
1759	Thomas Durfee 2nd, Nathan Simmons, Philip Hathaway.	166.67
1760	Thomas Durfee 2nd, Nathan Simmons, Philip Hathaway.	133 33
1761	Thomas Durfee 2nd, Nathan Simmons, Abiel Terry.	
1762	Thomas Durfee 2nd, James Winslow, Abiel Terry.	133.33
1763	Thomas Durfee 2nd, Nathan Simmons, Philip Hathaway.	166.67
1764	Thomas Durfee 2nd, Nathan Simmons, Philip Hathaway.	250.00
1765	Thomas Durfee 2nd, Nathan Simmons, Philip Hathaway.	
1766	Thomas Durfee 2nd, Nathan Simmons, Philip Hathaway.	
1767	Thomas Durfee 2nd, Nathan Simmons, Philip Hathaway.	260.00
1768	Thomas Durfee 2nd, Abraham Burden, Thos. Gilbert, Esq.	266 67
1769	Thomas Durfee 2nd, Jael Hathaway, Thos. Gilbert, Esq.	233 33
1770	Thomas Durfee 2nd, Jael Hathaway, Thos. Gilbert, Esq.	200.00
1771	Thomas Durfee 2nd, Jael Hathaway, George Chase.	250 00
1772	Stephen Burden, George Winslow, Samuel Barnaby.	300 00
1773	Stephen Burden, George Chase, Samuel Barnaby.	333.33
1774	Elisha Parker, George Chase, Samuel Barnaby.	400.00
1775	Joshua Hathaway, Thomas White, Samuel Barnaby.	333.33
1776	George Winslow, Thomas White.	333.33
1777	Nathaniel Morton 3rd, George Winslow, Samuel Barnaby.	833.33
1778	Nathaniel Morton 3rd, George Winslow, Samuel Barnaby.	
1779	Nathaniel Morton 3rd, Benjamin Evans, Samuel Barnaby.	
1780	Peter Crapo, Benjamin Mason, Philip Hathaway, Jr.	
1781	Nathaniel Morton 3rd, Philip Hathaway, Samuel Barnaby.	666.67
1782	Nathaniel Morton 3rd, Philip Hathaway, Samuel Barnaby.	
1783	Nathaniel Morton 3rd, Benjamin Evans, Samuel Durfee.	1231.12
1784	Nathaniel Morton 3rd, Benjamin Evans, Benjamin Durfee.	500.00
1785-'86	Nathaniel Morton 3rd, Joshua Brett, Benjamin Durfee.	
1787	Nathaniel Morton 3rd, Benjamin Weaver, Benj. Durfee.	1000 00
1788	Nathaniel Morton 3rd, Ephraim Winslow, Benj. Durfee.	
1789	Nathaniel Morton 3rd, Ephraim Winslow, Benj. Durfee.	500.00
1790	Nathaniel Morton 3rd, Ephraim Winslow, Benj. Durfee.	500.00
1791	Philip Rounseville, Ephraim Winslow, Benj. Durfee.	500.00
1792	Nathaniel Morton, Ephraim Winslow, Benj. Durfee.	
1793	Nathaniel Morton, Ephraim Winslow, Pardon Davoll.	500.00
1794	Nathaniel Morton, Ephraim Winslow, Jonathan Reed.	
1795		666.67
1796	Nathaniel Morton, Jr., Benjamin Reed, Benjamin Durfee.	1200.00
1797	Nath'l Morton, Jr , Ephraim Winslow, Luther Winslow.	*1200.00 †2500.00

ASSESSORS OF FREETOWN.

YEAR.	NAMES.	AMT. RAISED.
1798	Nath'l Morton, Jr., Eph. Winslow, Esq., Thomas Borden.	\$3733.33
1799	Nath'l Morton, Jr., Eph. Winslow, Esq., Benj. Durfee.	3533.33
1800	Nath'l Morton, Jr., Eph. Winslow, Esq., Benj. Durfee.	3533.33
1801	Nath'l Morton, Jr., Eph. Winslow, Esq., Charles Durfee.	3533.33
1802	Nath'l Morton, Jr., Eph. Winslow, Esq., Thomas Borden.	3533.33
1803	Nath'l Morton, Jr., Col. Benj. Weaver, Jael Hathaway 2nd.	2350.00
1804	Nath'l Morton, Jr., Daniel Douglas, Job Terry.	1800.00
1805	Job Morton, Charles Strange, Job Terry.	2100.00
1806	Job Morton, Charles Strange, John Terry.	1200.00
1807	Job Morton, Col. Benjamin Weaver, Benjamin Doggett.	1500.00
1808	Job Morton, Joseph E. Reed, Kempton Burbank.	2200.00
1809	Job Morton, Gardner Weaver, Charles Strange.	1900.00
1810	Job Morton, John Terry, Charles Strange.	1458.00
1811	Job Morton, Ambrose Barnaby, Charles Strange.	1158.00
1812	Job Morton, Esq., Edmund Hathaway, Charles Strange.	1200.00
1813	Job Morton, Esq., Edmund Hathaway, Charles Strange.	1500.00
1814	Job Morton, Esq., John Terry, Charles Strange.	1500.00
1815	Job Morton, Esq., Col. Benj. Weaver, Hercules Cushman.	1200.00
1816	Job Morton, Esq., — — — — —, Robert Porter.	1200.00
1817	Job Morton, Esq., Silas Terry, Robert Porter.	2600.00
1818	Job Morton, Esq., Silas Terry, Col. Benj. Weaver.	1000.00
1819	Job Morton, Esq., Alden Hatheway, Robert Porter.	1500.00
1820	Job Morton, Esq., Alden Hatheway, Robert Porter.	3000.00
1821	Job Morton, Esq., Robert Porter, Ephraim Merrick.	3000.00
1822	Job Morton, Esq., Robert Porter, Stephen Barnaby.	2000.00
1823	Job Morton, Esq., John H. Peirce, Stephen Barnaby.	2000.00
1824	Job Morton, Esq., Ephraim Merrick, Stephen Barnaby.	2000.00
1825-'26	Job Morton, Esq., Azariah Shove, Stephen Barnaby.	2000.00
1827	Job Morton, Esq., George Pickens, Stephen Barnaby.	3200.00
1828	Abram Ashley, John Hathaway, Lot Strange.	2500.00
1829	Job Morton, Esq., John Hathaway, Lot Strange.	2800.00
1830	Job Morton, Esq., Malachi Howland, Philip P. Hathaway.	2500.00
1831	Job Morton, Esq., Malachi Howland, Philip P. Hathaway.	2500.00
1832	Job Morton, Esq., Malachi Howland, Stephen Barnaby.	2500.00
1833	Calvin Thomas, Malachi Howland, John Hathaway.	1000.00
1834	Job Morton, George Cummings, Allen Chase.	2000.00
1835	Calvin Thomas, Lynde Valentine, Joseph B. Weaver.	2000.00
1836	Charles A. Morton, George Cummings, Job Peirce.	1500.00
1837	Charles A. Morton, George Cummings, S. S. Payne.	2700.00
1838	Charles A. Morton, Joseph Cudworth, S. S. Payne.	2300.00
1839	Charles A. Morton, Joseph Cudworth, John Winslow, Jr.	3100.00
1840	Charles A. Morton, Joseph Cudworth, John Winslow, Jr.	3150.00
1841	Charles A. Morton, Joseph Cudworth, John Winslow, Jr.	3150.00

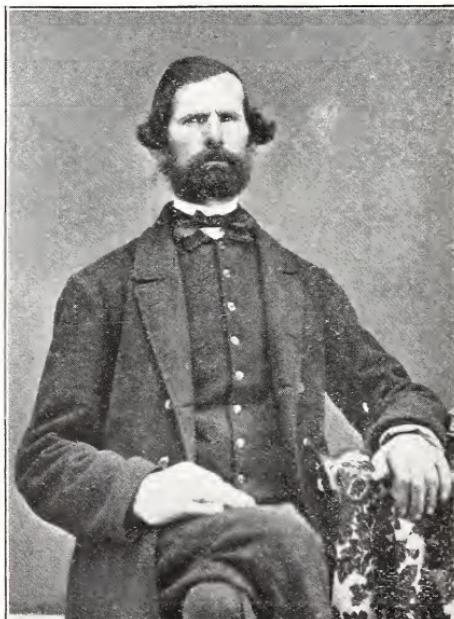
ASSESSORS OF FREETOWN.

YEAR.	NAMES.	AMT. RAISED.
1842	Chas. A. Morton, Jos. Cudworth, Elnathan P. Hatheway.	\$3000.00
1843	Chas. A. Morton, Jos. Cudworth, Elnathan P. Hatheway.	3500.00
1844	Philip P. Hathaway, Jos. Cudworth, Elnat'n P. Hatheway.	2800.00
1845	L. R. Mason, Jos. Cudworth, Elnathan P. Hatheway.	2500.00
1846	Abishai Chase, Joseph Cudworth, Elnathan P. Hatheway.	3300.00
1847	Reuel Washburn, Lynde Valentine, Lot Strange.	3600.00
1848	Reuel Washburn, Lynde Valentine, Lot Strange.	2950.00
1849	Reuel Washburn, Lynde Valentine, Lot Strange.	3000.00
1850	Reuel Washburn, Philip J. Tripp, Lot Strange.	2500.00
1851	Reuel Washburn, Philip J. Tripp, Alden Hatheway.	3500.00
1852	Reuel Washburn, Philip J. Tripp, Alden Hatheway.	3500.00
1853	Reuel Washburn, Philip J. Tripp, Alden Hatheway.	3500.00
1854	Thomas S. Hathaway, Philip H. Evans, Paul Lawrence.	4000.00
1855	Lynde Valentine, Silas P. Richmond, Reuel Washburn.	4200.00
1856	Amb. W. Hathaway, Silas P. Richmond, Cornelius Chace.	4200.00
1857	Amb. W. Hathaway, Thos. G. Nichols, Reuel Washburn.	5100.00
1858	Philip J. Tripp, Thos. G. Nichols, James Ashley.	4200.00
1859	Silas P. Richmond, Sylvester Briggs, James H. Snow.	4200.00
1860	Silas P. Richmond, Sylvester Briggs, James H. Snow.	5200.00
1861	George W. Hall, Sylvester Briggs, Harrison L. Allen.	4700.00
1862	George W. Hall, Sylvester Briggs, Harrison L. Allen.	4700.00
1863	George W. Hall, Ambrose W. Hathaway, James H. Snow.	7000.00
1864	George W. Hall, Thomas Leeburn, Reuel Washburn.	7000.00
1865	George W. Hall, Sylvester Briggs, Reuel Washburn.	6000.00
1866	S. P. Richmond, Manasseh H. Terry, James H. Snow.	6000.00
1867	S. P. Richmond, Manasseh H. Terry, James H. Snow.	7500.00
1868	Chester W. Briggs, Manasseh S. Terry, James H. Snow.	6500.00
1869	Chester W. Briggs, Manasseh S. Terry, James H. Snow.	7000.00
1870	Chester W. Briggs, M. S. Terry, Orsmond F. Braley.	6000.00
1871	Chester W. Briggs, M. S. Terry, Joseph White.	8000.00
1872	George W. Hall, M. S. Terry, Joseph White.	4500.00
1873	George W. Hall, M. S. Terry, Cornelius Chace.	6000.00
1874	George W. Hall, M. S. Terry, Jonathan R. Gurney.	6000.00
1875	George W. Hall, M. S. Terry, Jonathan R. Gurney.	4000.00
1876	George W. Hall, J. Henry Peirce, Hudson Winslow.	3000.00
1877	George W. Hall, J. Henry Peirce, J. R. Gurney.	3000.00
1878	George W. Hall, J. Henry Peirce, J. R. Gurney.	3000.00
1879	George W. Hall, J. Henry Peirce, Orsmond F. Braley.	3000.00
1880	William M. Carnoe, E. W. Peirce, Charles Braley.	3000.00
1881	George W. Hall, J. Henry Peirce, Marcus M. Rounseville.	3000.00
1882	George W. Hall, Henry B. Payne, Marcus M. Rounseville.	3500.00
1883	George W. Hall, J. Henry Peirce, Charles E. Chace.	3500.00
1884	Philip H. Evans, J. Henry Peirce, Job F. Lucas.	3500.00

ASSESSORS OF FREETOWN.

YEAR.	NAMES.	AMT. RAISED.
1885	George W. Hall, Joseph W. Winslow, Job F. Lucas.	\$4800.00
1886	George W. Hall, Joseph W. Winslow, J. R. Gurney.	5000.00
1887	George W. Hall, Joseph W. Winslow, Charles Bra'ey.	6000.00
1888	Palo A. Peirce, Joseph W. Winslow, Frank H. Ashley.	6000.00
1889	Palo A. Peirce, Joseph W. Winslow, Alden B. Lucas.	6000.00
1890	Palo A. Peirce, Joseph W. Winslow, Alden B. Lucas.	6000.00
1891	Palo A. Peirce, Joseph W. Winslow, Alden B. Lucas.	6000.00
1892	Palo A. Peirce, Joseph W. Winslow, Alden B. Lucas.	5000.00
1893	Palo A. Peirce, Joseph W. Winslow, Alden B. Lucas.	6000.00
1894	Palo A. Peirce, Joseph W. Winslow, Alden B. Lucas.	6000.00
1895	Gilbert M. Nichols, Joseph W. Winslow, Alden B. Lucas.	7000.00
1896	Gilbert M. Nichols, Henry Carnoe, George A. Braley.	7000.00
1897	Gilbert M. Nichols, Anthony D. Hathaway, Geo. A. Braley.	6000.00
1898	Gilbert M. Nichols, Anthony D. Hathaway, Geo. A. Braley.	7500.00
1899	Gilbert M. Nichols, Anthony D. Hathaway, Job F. Lucas.	8500.00
1900	Gilbert M. Nichols, Anthony D. Hathaway, Geo. H. Gibbs.	9500.00
1901	Gilbert M. Nichols, Anthony D. Hathaway, Chas. Braley.	9000.00
1902	Gilbert M. Nichols, Anthony D. Hathaway, Chas. Braley.	9000.00

* Money. † Highway Tax ‡ Amount raised including Highway Tax.



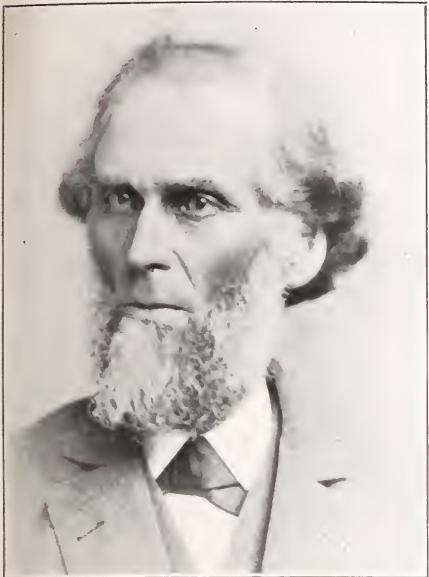
PHILIP H. EVANS.

SCHOOL COMMITTEE OF FREETOWN.

YEAR.	COMMITTEE.
1795	Job Morton, Col. Benjamin Weaver, John Turner, M. D.
1804	Washington Hathaway, Col. Benj. Weaver, Wm. Rounseville.
1814	Maj. Joseph B. Weaver, H. Cushman, R. Strobridge, Wm. Rounseville, Job Morton.
1827	Thomas Bump, H. Cushman, Rufus Bacon, Azariah Shove, Job Morton.
1828	E. P. Hatheway, Thomas Bump, Lot Strange, J. B. Weaver, J. Taylor, John T. Lawton, Job Morton.
1829	J. Gurney, Thomas Bump, Lot Strange, P. Hatheway, J. Taylor, Wm. Strobridge, Job Morton.
1830	J. Gurney, Thos. Bump, Stetson Raymond, J. Taylor, Job Morton.
1831	J. Gurney, Thomas Bump, S. Raymond, E. P. Hatheway, J. Taylor, Ezra Wilkinson, Job Morton.
1832	P. Hathaway, Thomas Bump, S. Raymond, Elkanah Doggett, J. Taylor, Job Morton.
1833	P. Hathaway, Thomas Bump, S. Raymond, E. P. Hatheway, J. Gurney, Wm. Coe, Job Morton.
1834	_____, Thomas Bump, S. Raymond, _____, J. Gurney, Ebenezer Babbitt, Job Morton.
1835	Lot Strange, Thomas Bump, S. Raymond, E. P. Hatheway. _____, A. Jones, _____.
1836	Thomas Bump, S. Raymond, E. P. Hatheway, J. Gurney, A. Jones.
1837-'38	Benj. Crane, G. H. Hathaway, Chas. A. Morton.
1839	Benj. Crane, James Gurney, E. W. Robinson, A. Hatheway, Jr., Chas. A. Morton.
1840	E. P. Hatheway, E. W. Robinson, Chas. A. Morton.
1841	E. P. Hatheway, Thomas Bump, Chas. A. Morton.
1842	J. Taylor, J. B. Weaver, Chas. A. Morton.
1843	Benj. Crane, E. W. Robinson, Chas. A. Morton.
1844	Guilford H. Hathaway, Asa Clark, David Clark.
1845	Guilford H. Hathaway, Chas A. Morton, Jos. B. Weaver.
1846	John S. Maxwell, Chas. A. Morton, Jos. B. Weaver.
1847	John S. Maxwell, P. J. Tripp, Jos. B. Weaver.
1848	Lot Strange, P. J. Tripp, J. B. Weaver.
1849-'50	Lot Strange, Philip J. Tripp, Alden Hatheway, Jr.
1851	Nicholas Hatheway, Wm. B. Staples, Robt. P. Strobridge.
1852-'53	Thomas G. Nichols, Philip J. Tripp, Reuel Washburn.
1854	Thomas G. Nichols, Thomas Bump, Philip J. Tripp, Thomas S. Hathaway, Chas. A. Morton.
1855	Thomas G. Nichols, S. P. Richmond, Reuel Washburn.
1856	A. G. Comings, E. W. Peirce, Reuel Washburn.

SCHOOL COMMITTEE OF FREETOWN.

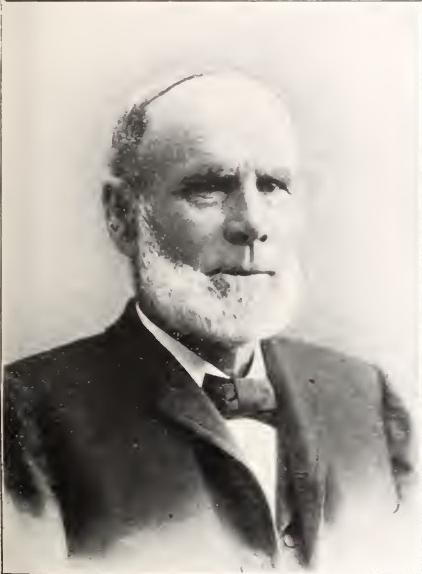
YEAR.	COMMITTEE.
1857	Thomas G. Nichols, E. W. Peirce, Reuel Washburn.
1858	Thos. G. Nichols (3 yrs.), Philip J. Tripp (2 yrs.), Geo. Tyler (1 yr.).
1859	Thomas G. Nichols, Reuel Washburn. Nathan T. Strange.
1860-'61	Abel G. Duncan, Reuel Washburn, E. W. Peirce.
1862	Abel G. Duncan, Granville S. Allen, John M. Deane.
1863-'64	Abel G. Duncan, Granville S. Allen, Sylvester Briggs.
1865	Abel G. Duncan, Reuel Washburn, Sylvester Briggs.
1866	Thomas G. Nichols, Reuel Washburn, Abel G. Duncan.
1867-'72	Thomas G. Nichols, Reuel Washburn, Sylvester R. Briggs.
1873	Thomas G. Nichols, Reuel Washburn, Noah Hatheway.
1874	Thomas G. Nichols, H. E. Tinkham, Hudson Winslow.
1875	John W. Pickens, H. E. Tinkham, Hudson Winslow.
1876	John W. Pickens, Hiram B. Wetherell, Hudson Winslow.
1877-'78	George B. Cudworth, Hiram B. Wetherell, J. R. Gurney.
1879	George B. Cudworth, Noah Hatheway, J. R. Gurney.
1880	George B. Cudworth, Noah Hatheway, Harrison L. Allen.
1881	John W. Pickens, Noah Hatheway, Harrison L. Allen.
1882	John W. Pickens, Gilbert M. Nichols, Harrison L. Allen.
1883	John W. Pickens, Gilbert M. Nichols, Charles S. Chace.
1884-'85	George B. Walker, Gilbert M. Nichols, Charles S. Chace.
1886	George B. Walker, Gilbert M. Nichols, James G. Ashley.
1887-'88	George B. Cudworth, Frank A. Barrows, James G. Ashley.
1889-'90	George B. Cudworth, Frank A. Barrows, Albert F. White.
1891-'93	E. Florence Hathaway, Frank A. Barrows, Albert F. White.
1894-'95	Winslow Nichols, Frank A. Barrows, Albert F. White.
1896-'97	Winslow Nichols, Palo A. Peirce, Albert F. White.
1898	Winslow Nichols, Earl F. Pearce, Elijah D. Chace.
1899	Winslow Nichols, Viola N. Burns, Elijah D. Chace.
1900-'02	Winslow Nichols, Viola N. Burns, Elijah D. Chace.



REUEL WASHBURN.



GEORGE W. HALL.



CAPT. GRANVILLE S. ALLEN.



ALDEN HATHEWAY, JR.

LIST OF POSTMASTERS.

There are two post offices in Freetown, one at Assonet Village, and one at East Freetown.

The names of Postmasters at the office in Assonet and terms of service are as follows:

Stephen B. Pickens.....	1811-17
Robert Strobridge.....	1817-22
George Pickens.....	1822-41
Guilford H. Hathaway.....	1841-45
Joshua Shove.....	1845-72
Daniel L. Johnson.....	1872-82
Elbert E. Winslow.....	1882-86
Elnathan P. Hatheway.....	1886-89
C. Isabel Hatheway.....	1889-97
M. Florence Dean	1897-

The official name of this post office was changed from Freetown to Assonet April 1, 1901.

Rural Delivery was established at this office April 1, 1902. Stephen A. Hatheway, Carrier.

The names of Postmasters at East Freetown and terms of service are as follows:

Amos Braley.....	1811-16
Abraham Braley.....	1816-22

The office was discontinued in or about 1822 and reestablished in 1852.

Reuel Washburn.....	1852-86
David Lawrence.....	1886-87
Rachel E. Lawrence	1887-

Rural Delivery for East Freetown was established from Clifford post office within the limits of New Bedford in 1902. James Webb, Carrier.

Money orders are issued at both Assonet and East Freetown post offices.

REPRESENTATIVES TO GENERAL COURT.

YEAR.	NAMES.	YEAR.	NAMES.
1683		1775	Thomas Durfee,
1684	Joseph Bailey.		Joshua Hathaway.
1685	Joseph Bailey.	1776-'77	Thomas Durfee 2nd.
1686	Job Winslow.	1778	Thomas Durfee 2nd.
1689	Lt. Thos. Terry.		Nathaniel Morton.
1690	Samuel Gardiner.	1779	Nathaniel Morton.
1692	Job Winslow, S. Gardiner.	1780-'81	John Hathaway.
1693	Jahleel Brenton.	1782	Joshua Howard Brett.
1702-'05	Voted not to send.	1783	Dr. Jesse Bullock.
1706-'09	None.	1784	Capt. Levi Rounseville.
1713	Nicholas Morey.	1785	Nathaniel Morton 3rd.
1714-'15		1786	Lt. Nathan Dean.
1716	Robert Durfee.	1787-'88	Ambrose Barnaby.
1717			Capt. Jael Hathaway.
1718	None.	1789	None.
1719-'20	Samuel Forman.	1790	Hon. Thos. Durfee, Esq.
1721	Nicholas Morey.	1791-'93	Ephraim Winslow.
1722	Thomas Gage.	1794	None.
1723-'24	John Reed.	1795-'97	Ephraim Winslow.
1725	Thomas Terry.	1798-'99	Nathaniel Morton Jr., Esq.
1726-'27	Thomas Gage.	1800	Nathaniel Morton Jr., Esq.
1728	Samuel Valentine	1801	Simeon Borden.
1729-'30	Lt. Joseph Reed.	1802-'03	Nathaniel Morton, Esq. †
1731-'33	None.	1804-'07	William Rounseville.
1734-'35	Henry Tisdale.*	1808	William Rounseville.
1736	Thomas Gage.	1809	Ebenezer Peirce, Esq.
1737-'43	Henry Tisdale.	1810-'11	William Rounseville.
1744-'45	None.	1812-'13	Nathaniel Morton, Esq.
1746-'49	John Winslow.	1814	William Rounseville.
1750	Samuel Valentine.	1815	Stephen B. Pickens.
1751-'53			William Rounseville.
1754	John Winslow.		Robert Strobridge.
1755-'56			Robert Strobridge.
1757	None.		Job Morton.
1758			Robert Strobridge.
1759	None.		Job Morton, Esq.
1760-'64	Col. Thos. Gilbert, Esq.	1816-'19	Job Morton.
1765-'70	Thomas Durfee 2nd.		Hercules Cushman, Esq.
1771-'73	Col. Thos. Gilbert, Esq.	1820	Nathaniel Morton.
1774	Col. Thos. Gilbert, Esq. May. Thos. Durfee 2nd. Sept. 26.	1821	Hercules Cushman.
		1822	Col. Hercules Cushman.

*State allowed six shillings per day and town voted two shillings.

†Twenty-five hundred inhabitants.

REPRESENTATIVES TO GENERAL COURT.

YEAR.	NAMES.	YEAR.	NAMES.
1823	Job Morton. Hercules Cushman.	1842	Joseph B. Weaver, Esq. Dr. Bradford Braley.
1824	Job Morton, Esq. Ebenezer Peirce, Esq.	1844	John Winslow, Jr. Benjamin Dean.
1825	Job Morton, Esq. Elnathan P. Hatheway.	1846	Edmund D. Hathaway. William B. Staples.
1826	Job Morton, Esq. Azariah Shove. Hercules Cushman.	1848	Joseph Staples. John Dean.
1827	Job Morton, Esq. Gilbert Rounseville.	1849	William Hall.
1828	Thomas Bump. Elnathan P. Hatheway.	1851	Dr. Bradford Braley.
1829	Thomas Bump. John T. Lawton.	1852	None.
1830	Josiah Durfee, Jr.‡ Ephraim Atwood.	1853	Benjamin Evans.
1831	Ephraim Atwood.	1854	Capt. Job Terry.
1832-'34	George Pickens. Elnathan P. Hatheway.	1855	Merchant White.
1835	George Pickens.	1856	Ambrose W. Hathaway.
1836	Capt. Malachi Howland Capt. Calvin Thomas.	1857	Dr. Thomas G. Nichols.
1837	Guilford H. Hathaway.	1859	Capt. Marcus M. Rounseville.
1838	Charles A. Morton. Alden Hatheway, Jr.	1861	John D. Wilson.
1839	Alden Hatheway, Jr.	1866	Dr. Thomas G. Nichols.
1840	None.	1872	William Dean
1841	Capt. Malachi Howland.	1875	Washington Read.
	Thomas Evans.	1876	Granville S. Allen.
		1880	John W. Marble.
		1884	Henry H. Winslow.
		1887	Arthur G. Rounseville.
		1891	Col. Silas P. Richmond.
		1895	Nathan R. Davis.
		1901	Handel E. Washburn.
		1902	Gilbert M. Nichols.

† Nineteen hundred inhabitants.

SENATORS FROM FREETOWN.

Thomas Durfee	17—
Nathaniel Morton, Esq	1804-1808
Elnathan P. Hatheway.....	1843
Philip J. Tripp.....	1875

MEMBERS OF GOVERNOR'S COUNCIL.

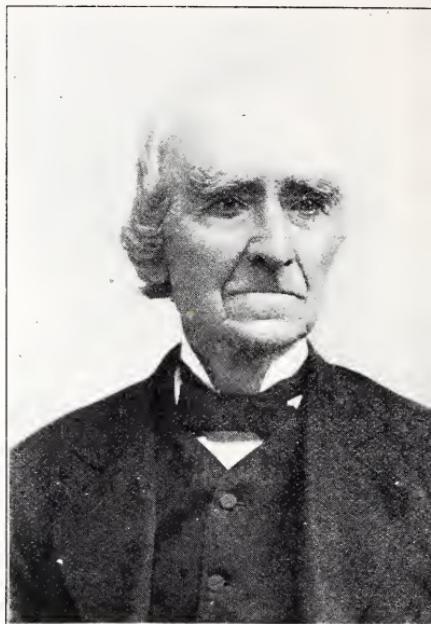
Hon. Thomas Durfee, Esq	179-
Hon Hercules Cushman.....	1826
Capt. Rufus Bacon.....	1827

GOVERNOR.

Marcus Morton.....	1840, 1843
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GOV. MARCUS MORTON.



REV. ALBERT G. MORTON.



BIRTHPLACE OF GOV. MARCUS MORTON.

The HONORABLE MARCUS MORTON, LL. D., third in descent from "Major" Nathaniel Morton, Jr., of East Freetown, and son of Nathaniel Morton 3rd., and his wife, Mary Carey, of Bridgewater, was born February 19, 1784 at East Freetown, in a house probably built by his paternal grandfather. He was graduated from Brown University in 1804, studied law at Litchfield, Connecticut, and was admitted to the bar in Taunton in 1807. For four years he represented his district in Congress during the presidency of Monroe, and took part in the discussion on the Missouri Compromise. He held numerous offices of trust in the State:—Clerk of the State Senate, member of the State Executive Council, Lieutenant-Governor, and, on the death of Governor Eustis in 1825, Acting-Governor. This last office he soon resigned on being appointed Justice of the Supreme Court, a position which he held for fifteen years, resigning in 1839 to serve as Governor of Massachusetts. He was elected by a single vote over Edward Everett—one ballot superscribed "Maccus Mattapon" being counted for him. He held this position twice again during his lifetime. In his campaigns he had the support of many of the anti-slavery leaders. In 1839, Whittier, writing of Everett and Morton, said: "Of the two, I prefer Morton." He received the degree of LL. D. from Brown in 1826, and from Harvard in 1840. He died in 1864 and lies buried in Mount Pleasant Cemetery, Taunton. His residence is now the Morton Hospital of Taunton.

A daughter, Frances Wood, married Mr. George Henry French of Andover, and their daughter Alice is the well known author whose pen-name is Octave Thanet.

ALBERT G. MORTON, second son of Job Morton, born in 1804, was a widely known Elder of the Christian denomination, holding pastorates at North Dartmouth, Mansfield, New Bedford, Providence, and Amesbury. His ministry extended over a period of sixty-four years, during which he attended five hundred funerals, and performed the marriage service three hundred times. He died in 1899 and is buried in Lubec, Maine.

THE INDUSTRIES.



EAST BRIDGE

WHEN the early pioneer started out into the wilderness to seek a place for his home, the great desideratum to his mind was a never-failing spring near which to locate. If in addition to this he was fortunate enough to

find a stream of water included within his land which could be utilized to furnish mill power, his prosperity and influence was increased far beyond his less fortunate neighbors. Although Freetown had only small streams flowing through its territory, yet from the great difference in altitude of the source and mouth a great many dams could be built along their courses. On Assonet River above the village are remaining ten dams within a distance of about six miles, in all stages of preservation. On Mill Brook and Terry Brook are three dams; while on Fall Brook in East Freetown remain six dams to show the large amount of business carried on within the distance of two and one-half miles. The greatest number of dams were constructed for the use of saw-mills, but several furnished power to grist mills and iron works. The dates of the construction of nearly all of these dams have been lost and can only be approximated.

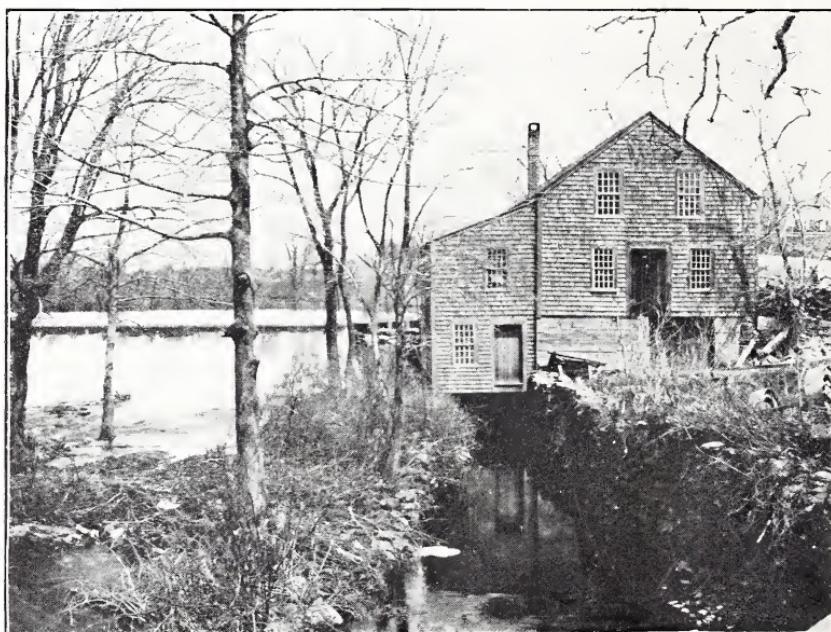
The first dam across Assonet River was probably the one near Locust Street, where now remain only its ruins.

It was built in or about the year 1695. At first the power was used for a saw mill, but a fulling-mill was subsequently added, a grist-mill and machinery for carding wool. This mill also had a bolting machine, and here was put in the first machine for grinding corn and cob together, about 60 years ago. On the west side of the dam there was a saw-mill owned by Gilbert, Barnaby, and Kenelm Winslow, which has not been used for nearly sixty years. They were built by the Winslow family and remained in the ownership of that family until 1893.

The second, which is now known as Forge dam, was built in 1702. It was carried away by a freshet and rebuilt in 1703. On the west side of the dam a grist mill was built, and was run by members of the Hatheway family until about 1820, when it was sold to Josiah Winslow. About 1845 Mr. Winslow gave up the grist mill, and in company with Henry Porter put in machinery for making cut nails. David M. Anthony and Capt. John W. Marble bought the mill privilege in 1885, and in this building Capt. Marble set up a shingle mill which was run four or five years. In 1892 J. Henry Peirce began sawing all kinds of lumber here, and at the present time is doing an extensive business.

June 14, 1704, articles of agreement were signed by James Tisdale, Sr., John Paul, Edward Bobbet, Abraham Hathaway, Edward Paul, Malachi Holloway, James Tisdale, Jr., John Spur, John Burt, Joseph Dean, Nathaniel Holloway, Timothy Holloway, Albert Burt, John Wilbur, and William Phillips, all of Taunton, and by Josiah Winslow, Benjamin Chase, and John Hathaway, of Freetown, to build some iron works on the land of Nathaniel Winslow of Freetown. The iron was to be obtained upon land in Taunton called the "Red weed land" which was owned by Abel Burt. The company was to pay Abel Burt but two shillings per ton for the iron as it lay on the ground, until they had paid eighteen pounds; then Burt was to receive three shillings per ton, even if others who owned

iron mines engaged to sell their iron at a lower price. The forge was built, on the east side of the dam, and remained in the hands of the company until 1820, when Thomas Strobridge bought it and manufactured scythes, axes, and carpenters' tools. Then John Crane, Sampson & Nichols, Weaver & Osborne, succeeded one another there in the manufacture of edged tools and nails. For a time Thomas and John Thorpe used the mill for washing waste. Then Crocker & Bassett manufactured nails. It was burned about 1874.



SAW MILL AT TISDALE'S DAM.

The third dam was that at Assonet Village, built about the year 1710. A grist mill was soon set up on one side of the dam, to be followed later by a saw-mill on the opposite side. "Indian corn has probably been ground here every year for nearly two hundred years and lumber sawed for more than a century." The grist-mill was run for about forty years by David Babbitt, who was stricken down while at his daily labor on March 18, 1902, aged 85 years.

Still higher up the stream than the forge dam and a little below what is known as the Howland saw-mill, tradition saith that Philip Rounseville put up a dam, some traces of which still remain. He probably erected and for a time operated a saw mill thereon. The fifth dam was probably that one where David Terry now has a bleachery. A grist mill was built on the north side of the dam years before the knowledge of any person now living and was taken down in 1872 by Capt. Henry H. Winslow, who then built the mill for cleaning waste. On the south side



GRIST MILL AT TISDALE'S DAM.
Built 1710.

of the dam were a trip-hammer shop, a blacksmith shop, and one for making cotton batting. It was owned by Benjamin Porter and son Henry. The dam was carried away by a freshet February 28, 1857, and again in March, 1886. In 1846 the mill was burned and after being rebuilt was used for cleaning waste.

The remains of a dam can be seen at the present time at Slab Bridge. The old Howland saw-mill, the date of

construction of which cannot be found, has been operated until very recent years with the old up-and-down saw. The dam near the residence of the late Joseph R. Dunham is probably of more modern construction, and the mill has been used of late years by Paul Burns, for sawing box boards.

The dam near Maple Tree Bridge was begun in 1825 by William Haskins, and finished in 1827. A grist-mill was erected beside it the next year, which was run until 1865. At this time A. W. Peirce and Charles S. White put in machinery for sawing lumber, and took out the grist-mill. In July, 1872, Julius C. Haskins bought the property. Since 1887, John T. Haskins has owned and run the mill.

A small stream known as Mill Brook, that empties into Assonet River through Payne's Cove, came into early use as a motive power. Near the head of Payne's Cove was erected a dam many years ago on which was operated a saw mill, a grist mill, and afterwards a small foundry. Here Edmund B. Lewis had a bleachery and dye house. The Crystal Spring Bleachery, built in 1882, now stands on this site.

On Terry Brook many years ago was erected a dam, and here was probably operated a saw-mill. After a long period of disuse, in 1829 a cupola furnace was erected thereon and was run by Elkanah Doggett until about 1834. Then Gideon P. Hathaway for five or six years made threshing machines there. The building was then used for a spooling mill, and afterwards John Thorpe carried on the waste-cleaning business. Mr. Thorpe was the first one to conduct this business in Freetown. Finally the mill was burned, and the dam was removed to give place to a reservoir for the Crystal Spring Bleachery.

At East Freetown, Fall Brook has furnished power since the early settlement. Of the dam at the village, where a saw-mill owned by the late Capt. G. S. Allen stands, no dates connected with its first owners can be

found, and there is a similar lack of data concerning the dam near the depot now utilized by ice companies from New Bedford. At the dam, between the above two, where Lincoln E. Chase now has a saw-mill, there "was erected in or near the year 1784 a blast furnace where iron ore was not only smelted but also manufactured into what then went under the name of hollow-ware. The original projectors of this enterprise were Capt. Levi Rounseville and Capt. Abraham Morton of East Freetown; Capt. Job Peirce and Joseph Leonard (2d) of Middleborough, and Seth Keith of Bridgewater. Capt. Levi Rounseville, Capt. Job Peirce and Seth Keith owned a quarter interest each, and Philip Rounseville, Capt. Abraham Morton and Joseph Leonard (2d) owned the other quarter or one-twelfth part each. Fuel in East Freetown was then abundant and readily and cheaply obtained, and much of the iron ore was taken from Assawamsett Pond, in Middleborough. The small village that as a consequence thus grew up near by came naturally to be called the "*Furnace Village*," or "*Furnace Neighborhood*," which names still serve to designate the locality and are in familiar use, although the furnace either as a *blast* or *cupola*, has long since ceased to be operated. A few years after its erection this furnace came to be owned almost exclusively by members of the Rounseville family and hence came to be called the "*Rounseville Furnace*." In 1811, James Alger of Bridgewater, Gen. Cromwell Washburn of Taunton, and Col. Salmon Fobes of Bridgewater, purchased three-fourths of this furnace, and in 1814 James Alger bought the remaining quarter, Gen. Washburn at the same time disposing of his to Alger & Fobes. Nahum Alger of Bridgewater, and afterwards of Freetown, became agent and manager, and the firm of Alger & Fobes, besides carrying on the furnace, also ran two saw-mills, a grist-mill, a blacksmith shop, and a country store, thus furnishing employment for some fifty men. In 1818 the property changed owners, being principally, if not wholly, purchased by Samuel

Slater, David Wilkinson and Charles Dyer of Providence, and Benjamin Dyer of Cranston, R. I. These parties took upon themselves the name of "Providence Foundry Company," employing Capt. Calvin Thomas, of Pembroke, as superintendent, who also became part owner. The old blast furnace was then, or soon after, demolished, and its place supplied by a cupola furnace. Here they no longer smelted iron ore, taken from Assawamset Pond and other places adjacent, but instead used "pigs" brought from New Jersey to Assonet per water carriage, and from thence transported by ox-teams to East Freetown. Succeeding the furnace business at this water privilege was a sash-door-and-blind-factory, that has not been in operation for several years."* The iron railing in the Arcade at Providence was made in Freetown.

Farther up the river is another dam owned by Jonathan R. Gurney, where there is a saw-mill; and above this is one owned by the heirs of Paul Burns. The last mentioned dam was erected in 1868 by



PAUL M. BURNS.

M. Burns of Freetown, and George W. Dean of Taunton. A saw-mill was erected thereon and for many years an extensive business was carried on under the management of Mr. Burns, whose death occurred in 1886. In 1888 the Geo. Dean heirs sold their interest in the property to Paul Burns, Jr., who conducted the business for several years. Recently, it has been operated by a younger brother, William B. Burns.

*Quoted with slight changes from the *History of Bristol County*.

Another of the town industries of less importance commercially, but quite as necessary to the comfort of the people, was the shoe-making business. In early times, the shoemaker went from house to house and made up shoes for the whole family once a year. There were three tan-yards in the town: one situated between the house and barn of Frank F. Terry, owned by Pierce Phillips, who had his shoemaker's shop near by; while another shoemaker, Joseph Read, had his shop in the next yard;

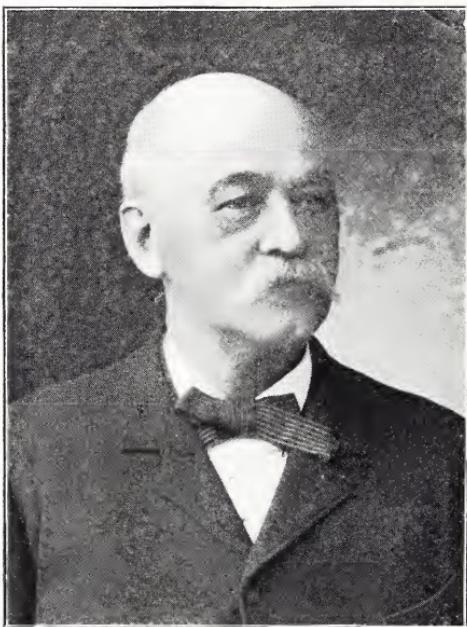


N. R. DAVIS & SONS' GUN MANUFACTORY.

one on the small stream which flows through the meadows north of the Martin House, owned by James Phillips until about 1841; and the third was near the east bridge, owned by Sylvester R. and Chester Briggs.

N. R. DAVIS & SONS, MFRS. SPORTING FIRE ARMS.

NATHAN R. DAVIS, the senior member of this firm, and the founder of the gun business in Assonet, was born in Somerset, Mass., August 18, 1828. At the age of nine-



N. R. DAVIS.

teen he entered the works of the "Dean Cotton and Machine Co., in Taunton, Mass., and learned the machinist's trade, remaining with them three years. His first work as a master mechanic was with George P. Foster & Co., of Taunton, making rifles by hand. Two years later he transferred his tool chest to the shops of Colt's Pistol Co., at Hartford, Conn., where he learned

much of the gun business. Declining an offer to aid in establishing a branch of their business in London, England, Mr. Davis found employment with J. R. Brown, of Providence, R. I., where, by invitation of Mr. Brown, he might have made the firm "Brown & Davis," instead of "Brown & Sharpe," as the well known company is called today. On July 1st, 1853, he came to Assonet, and forming a partnership with David C. Thresher, of that village, under name of N. R. Davis & Co., they began the manufacture of muzzle-loading rifles at the "Forge," so called. Here, with an engine-lathe, run by water power, for machinery, and five employees, they manufactured (more literally than today) about one hundred and fifty rifles, which were sold in small lots to hardware jobbers of New York. In the Autumn of 1854 they removed from the "Forge" to the old Thresher building near the foot of Water street, where in 1858 they introduced the manufacture of the muzzle loading shot-gun, the business slowly

developing until the advent of war in 1861 closed the shop for a season. Later in that year, however, under sub-contract with the general government, they began the manufacture of parts of the Springfield rifled muskets, the arm in general use throughout the War of the Rebellion. In 1862, because of failing health, Mr. Thresher retired from the business, and Thomas G. Nichols, M. D., became an equal partner in the firm. War



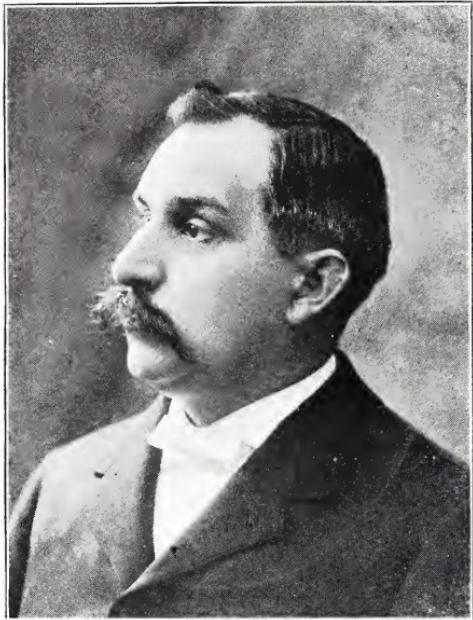
W. A. DAVIS

times were favorable to the gun business, and the plant was enlarged accordingly, employing one hundred men, and running both night and day.

The gun-shop was burned to the ground May 19, 1864, fired it is believed by some emissary of the Southern Confederacy. There being no insurance it was a total loss, government contract and all. But from that wreck of half a century since N. R. Davis



N. W. DAVIS.



RALPH H. FRANCIS
Foreman with N. R. Davis & Sons

the war they had finished among other parts 600,000 rear leaf sights.

The rim-fire breech-loading double guns were first made in 1866. This style was soon superseded by the more popular center-fire top-action gun which, with improvements from time to time, is the firearm now placed upon the market. In the winter of 1873-4 the business was removed to the building formerly occupied by the Assonet Machine Co., which has been much enlarged within a few years and refitted to suit the requirements. By the death of Dr. Nichols in 1883, the old partnership was broken, and in February of the year following Mr. Davis, having acquired the whole property, admitted as partners in the business his sons, W. A. and N. W. Davis, under the firm name of N. R. Davis & Sons.

& Co. saved more than they lost; they saved that which has made possible the business of today: faith in themselves and in the future of the country, their credit in the business world and the courage to try again.

New machinery was purchased at war prices and set up in the old Nichols & Sampson store, where soon they were at work again making musket parts as before. By the close of



FOUR CORNERS LOOKING NORTH.



FOUR CORNERS LOOKING SOUTH.

THE SHIPPING INDUSTRY.

BY JOHN M. DEANE.

SHIP BUILDING.

SHIP BUILDING was one of the earliest and most important industries of Freetown. Not only were vessels built for its own citizens, who were largely interested and engaged in the coastwise and foreign trades, but many were built for those living in other towns. A study of the long list of vessels hailing from Freetown, which follows, most of them having been built by its own citizens, must impress one with the fact that our ancestors were wide awake, persevering, and fully alive to the possibilities of transportation and commerce in their day and generation.

The first vessels of which we have any record were built in 1782, and the last one in 1848. At first only the smaller vessels were constructed, but after about ten years those of one hundred tons burden, or more, were built. This industry was perhaps at its height about the year 1834, when seven vessels were in process of construction in the town at the same time. One of them, a sloop, was built in the door yard of the first house south of the bridge on South Main street. In launching, this sloop had to slide across the street, across an open lot, and into the river, at a point where it was no wider than the length of the sloop itself, but the ways were so constructed that she took to the water lengthwise of the river. Another was built in front of the present residence of Charles H.

Read, on West Water street; the schooner President at the ship yard on Water street; one on Welcome's shore; one near Cudworth's wharf; the schooner Florida at the ship yard at the head of Payne's Cove; and the sloop Mary Elizabeth at David Robinson's shore.

Kempton Burbank, as boss carpenter, constructed many of the Assonet vessels, which, for strength and seaworthiness, had a wide reputation. Job Payne also built several vessels. He was the boss carpenter on the schooner Florida in 1834, the last vessel built on Payne's Cove, and also on the schooner Carrier in 1848, the last vessel built at the ship yard on Water street, or in the town. The stub of one of the dog shores, that was cut away when this vessel was launched, is still in the ground and in a good state of preservation. The other was taken out by the ice in the winter of 1901. The writer was launched in the Carrier, and remembers the breaking of the bottle of wine on her prow as she slid into the water. Another custom of the times was to place a coin, for good luck, under the masts of vessels when they were stepped. At one time, from forty to fifty hands were employed in ship building in the town. Under what disadvantages those men had to work, as compared with the methods employed in modern ship building! Then everyone had to be a thorough mechanic, and must have served his full time as an apprentice. He must be able to swing the heavy broadaxe, and to hew to the line. By hand, and with few tools and appliances, he must work out and set up the vessel's ribs, and, by the aid of ring-bolts and hand-spikes, be able to twist the stout planking into place and fasten it with hand made tree-nails. From the heavy gnarled oak and apple tree, trunk and branch, he must plan and form the knees or braces, that are to fit angles, right, acute, or obtuse, and bolt them to place with his riveting hammer. The deck, after being fastened with hand made spikes, was caulked, and the seams filled with hot tar poured from periwinkle shells. The oakum for caulking did not come in ready made

strands, but in solid bales, and had to be whipped, and picked, and worked into strands, by hand rolling, on the knee.

Iron rods and bars had to be cut by hand with a cold chisel, a birch withe wound round its head serving as a handle to hold it in place, as the sledge hammer, wielded by human power, descended upon it with force. When the time came for setting up the standing rigging, a hot day must be selected in which to first stretch the large ropes, and make the bight that is put over the mast-head. The noble old acorn tree, that stood in Nichols' pasture, under which the children of the village have spent so many happy hours, served well in this operation. One end of the rope to be stretched was fastened to it, while the tackle was fastened to a large juniper tree across the lot. A powerful team of oxen, with the aid of the tackle, did the stretching, the large tarred rope being kept off the ground by crossed sticks lashed together, placed under it at short intervals. It is a pity that the old acorn tree, a wide spreading white oak, should have been destroyed by boys, who are now men, who thoughtlessly built fires in a cavity that appeared near its base.

A saw-pit and a steam-box were about the only adjuncts of an ancient ship yard. The former, being a long frame about six feet high, was built over a trench two feet deep. The timber to be sawed was placed on the frame, and the splitting saw was worked by two men, one on the frame, the other in the trench. The steam-box was a long box with a large covered kettle under the center, and connected with it by a spout for conducting the steam into it. After the timber to be steamed had been placed in the box, the ends were stuffed with seaweed to prevent the escape of the steam.

A small rude shed in which to store the carpenters' tool chests, and such material as must be kept under cover, was often the only building on the plant. These ancient ship carpenters had no whistle, bell, or clock in

the tower to call them to, or dismiss them from, their daily labors. The rising sun found them at the yard, and its setting in the west told them when it was time to "knock off." Grog was served at 11.00 A. M., and 4.00 P. M. In modern ship building, a novice may touch the button and machinery will do the rest. It has been said of Captain Welcome Hathaway, who, in his day, was largely interested in shipping and ship building, that he could model a vessel, build her, rig her, make her sails, and sail her.



CAPT. WELCOME HATHAWAY.

The first records of vessels hailing from the town were kept at the office of the old Dighton Customs District. These were later transferred to the Custom House in Fall River, where those for the years previous to 1789 were burned in the great fire that visited that place Sunday July 2, 1843. By act of Congress, the office of Collector of Customs at Dighton was discontinued, April 1, 1833, and by the same act, Fall River was made a port of entry and delivery.

The following list of vessels hailing from Freetown since the year 1782, and once owned wholly, or in part, by citizens of the town, was taken from the records of the Custom House at Fall River, and kindly furnished by Captain Edward T. Marvel, Deputy Collector of Customs, to whom the thanks of the writer, and also of the Committee on History, are heartily extended for his interesting and valuable contribution.

The list includes 158 sloops, 72 schooners, 20 brigs, 1 brigantine, 2 barques, and 1 ship, a total of 254 vessels.

The number of tons burden, and the year of construction are given in each case, when stated in the records.

The names of the Master and owners are from the last marine paper issued to each vessel. In a few cases, however, names have been taken from former marine papers, or supplied from memory.

In a few instances, incidental notes have been added to the list by the writer.

Vessels that were built for owners not living in Freetown do not appear in the list.

LIST OF VESSELS HAILING FROM FREETOWN,
FROM 1782 TO 1902.

Sloop Languedoc. 30 tons. Built 1782. Ephraim Briggs, Master.
Ephraim Briggs and Philip Hathaway, owners. Sold 1801.

Sloop Hard Times. 33 tons. Built 1782. Edmund Briggs, Master.
Edmund Briggs, John Briggs and James Richmond, owners. Sold 1790.

Sloop Dolphin. 23 tons. Built 1782. Augustus Chase, Master.
Augustus Chase, John Briggs and Edward Chase, owners.
Also Zephaniah T. Briggs, Master.

Stephen Barnaby and Malbone Hathaway, owners. Broken up 1838.

Schooner Peace and Plenty. 30 tons. Built 1783. Jonathan Read, Jr.,
Master.
Jonathan Read, Jr., Jonathan Read, George Read, Joseph Borden and
Isaac Winslow, owners. Broken up 1802.

Sloop Resolution. 60 tons. Built 1784. Charles Chase, Master.
Simeon Borden and Perry Borden, owners.
Also Henry Gardner, Master.

Varnum Thurston, Abraham Gardner and William Gardner, owners.

- Sloop Dolphin. 48 tons. Built 1784. Elisha Gregory, Master.
Elisha Gregory, Ebenezer Crane, Jr., and Joseph Dean, owners.
- Sloop Friendship. 51 tons. Built 1784.
Jonathan Barnaby, Master and owner.
- Sloop Industry. 32 tons. Built 1784. John Briggs, Master.
Benjamin Winslow, Avery Winslow and Ebenezer Crane, owners
- Sloop Elizabeth. 47 tons. Built 1784. Joseph Brightman, Master.
Joseph Brightman, Jonathan and Nathan Brightman, owners. ✓
- Sloop Betsey. 51 tons. Built 1784. Abiel Hathaway, Master.
Abiel Hathaway, Isaac Merritt and Peirce Phillips, owners.
- Sloop Briton. 46 tons. Built 1784. Aaron Borden, Master and owner.
- Sloop Rose. 20 tons. Built 1785. Valentine Blethen, Master.
Valentine Blethen and Ambrose Barnaby, owners. Sold 1801.
- Sloop New York Packet. 57 tons. Built 1785.
Thomas Tripp, Master and owner.
- Sloop Defiance. 35 tons. Built 1785.
William Read, Master and owner.
- Sloop Swallow. 47 tons. Built 1786. Walter Chaloner, Master.
Walter Chaloner, Joseph Durfee and Benjamin Durfee, owners.
Also Walter Chaloner, sole owner.
Sold New Bedford 1798.
- Sloop Kingfisher. 30 tons. Built 1786. Ephraim Briggs, Master.
Ephraim Briggs, Benjamin Peirce and Abiel Briggs, owners.
John Payne, Jr. and William Read Jr., once part owners. Sold New
port 1795.
- Sloop George. 65 tons. Built 1786. Obed Freeman, Master. ←
Henry Brightman, owner.
- Schooner Rebecca. 48 tons. Built 1786. Zephaniah Terry, Master.
Zephaniah Terry, Isaac Merritt, Job Terry, Solomon Terry, and Ben
jamin Dagget, owners.
Abiel Hathaway, Zebedee Terry and Henry Bragg also commanded
this vessel, and with Samuel Swany and David Perkins were part owners.
- Sloop Quick Time. 50 tons. Built 1786. Godfrey Briggs, Master.
Godfrey, Joseph and Malbone Briggs, owners.
- Sloop Lark. 27 tons. Built ——. Registered 1793. Richard Borden,
Master.
Richard and Thomas Borden, owners.
Also Nathan Gardner, Master. Peter Gardner, owner.
Also Job Simmons, Master. Peleg Gardner, owner. ↓
- Sloop Sallie. 61 tons. Built 1788. Thomas Payne, Master.
Thomas' Payne and Simon Potter, owners.
- Schooner Phebe, 31 tons. Built 1788. Henry Carter, Jr., Master.
Henry Carter, Jr., and Thomas Borden, 3rd, owners. Sold Newport,
1805.

- Sloop Sally. 32 tons. Built 1788. Nathan Briggs, Master.
James Nichols and Job Chase, owners.
- Sloop Two Brothers. 41 tons. Built 1788. Samuel Borden, Master.
Simeon Borden and Perry Borden, owners.
- Sloop Eliza. 44 tons. Built 1789. Samuel Dixson, Master.
Samuel Dixson and David Kennedy, owners.
Also Joseph Crandelle, Master.
- Sloop Carlton. 46 tons. Built 1789.
Parker Borden, Master and owner.
Also John Davis, Master and owner.
- Sloop Rainbow. 25 tons. Built 1789.
Job Simmons, Master and owner. Sold 1795.
- Sloop Polly. 34 tons. Built before 1789. Philip Hathaway, Master.
Philip, Lot and Joseph Hathaway, owners. Sold 1790.
- Schooner May Flower. 24 tons. Built before 1789.
Job Allen, Master and Owner.
- Sloop Monmouth. 30 tons. Joseph Church, Master.
Nathaniel Bowen, owner. Sold 1792.
- Sloop Lively. 34 tons. Built before 1789. Nathaniel Lewis, Master.
Zebulon White and Ambrose Barnaby, owners. Sold Philadelphia, 1792.
- Sloop Hannah. 37 tons. Built before 1789. Edward Woodman, Master.
Isaac Brightman, owner. Sold 1790.
- Schooner Diadema. 88 tons. Built 1791. Philip Hathaway, Jr., Master.
Philip Hathaway, owner.
- Sloop Randolph. 32 tons. Built 1791. Jonathan Cleveland, Master.
Jael Hathaway, owner. Sold 1801.
- Brig Diadema. 106 tons. Built 1791. Benjamin Tew, Master.
Philip, Joseph and Guilford Hathaway, owners.
- Sloop Hibernia. 41 tons. Registered 1792. John Shaw, Master.
John Shaw and John Dennis, owners.
- Sloop Four Cousins. 50 tons. Built 1792. Sheffel Weaver, Master.
Thomas Davis, Benjamin Davis and George Read, owners.
- Sloop Esther. 62 tons. Built 1792. Joseph Andrews, Master.
James Dean, James Dean, Jr., David Dean and Samuel Dean, owners.
Also James Dean, Jr., Master.
- Sloop Mary. 62 tons. Built 1792. Jonathan Bowen, Master.
Jonathan Bowen, George Shove, Darius Chase, and Richard Clark, owners.
Also Sheffel Weaver, Master, and with Samuel Tobey and Ichabod Read, part owners. Sold Newbern, 1793.
- Schooner Arethusa. 85 tons. Built 1793. Edmund Valentine, Master.
Edmund and William Valentine, owners. Sold Providence, 1794.

Sloop Chartley Ann. 47 tons. Built 1793. Philip Hathaway, Master and owner. Sold at Camden, N. C., 1795.

Schooner Assonet Packet. 41 tons. Built 1793. Ebenezer Payne, Master. Ebenezer Payne, Kempton Burbank, Philip Hathaway, 2d, and Calvin Hathaway, owners. Sold Sag Harbor, 1798.

Sloop Mary Ann. 49 tons. Built 1793. Jonathan Bowen, Master. Jonathan Bowen, George, Asa, Stephen and Samuel Shove, owners. Sold Providence, 1794.

Sloop Dolphin. 63 tons. Built 1793. Josiah Wardwell, Master. Benjamin and Peleg Brightman, owners. Also William Richmond, Master.

Sloop Friendship. 59 tons. Built 1794. Dudley Chace, Master. Dudley Chace, Thomas Davis, David Cleveland, and Thomas Durfee, 2d, owners. Also Simeon Jones, Master. James Morrison and Samuel Weaver, owners. Also Nathan Weaver, Master.

Schooner Liberty. 47 tons. Built 1794. Philip Chase, Master. Philip, Isaiah and Isaac Chase, owners. Also Simeon Jones, Master and owner.

Brig Maria. 98 tons. Built 1794. Sheffel Weaver, Master. Jonathan Bowen, Joseph Hathaway, Darius Chase, Stephen Shove, Edmund Hathaway, George Shove, David Bowen and Gamael Dean, owners

Sloop Harriote. 61 tons. Built 1794. Abraham Simmons, Master. David Barnaby, Anson and Valentine Blethen, owners.

Brigantine Clarissa. 160 tons. Built 1794. William Richmond, Master. John Davis, owner.

Sloop Polly. 50 tons. Built 1794. Joseph Andrews, Master. Jahanick Shaw, Samuel Leonard and Samuel Fales, owners. Also James Brigg, Master. Daniel Cartwright, Master. John Hathaway, owner. Philip Chase, Master. Philip, Isaac and Isaiah Chase, owners. Jonathan Luce, Master. Jonathan and Warren Luce, owners.

Sloop Polly. 36 tons. Built 1794. John Crane 2d, Master. John Briggs, 2d, Philip Hathaway, Joseph Hathaway and Calvin Hathaway, owners. Sold Newport, 1795.

Sloop Discovery. 49 tons. Built 1794. Noble Perry, Master. Noble and Joseph Perry, owners.

Sloop Betsey. 34 tons. Built 1794. Simeon Burr, Master. Dudley Hathaway, Joseph Hathaway and William Read, Jr., owners. Sold 1795.

- Sloop Humbird. 38 tons. Built 1794. Joseph Church, Master.
Nathan Bowen, owner. Sold Bristol, 1801.
- Sloop Discovery. 49 tons. Built 1794. Seth Chase, Master.
Darius Chase, owner. Sold 1795.
- Sloop Union. 44 tons. Built 1795. Josiah Paddock, Master.
Josiah Paddock, Richmond Paddock, Job Peirce and Clothier Hathaway, owners.
Also Clothier Hathaway, Master. Sold 1797.
- Schooner Rambler. 69 tons. Built 1795. Nathan Weaver, Master.
Nathan Weaver, Sheffel Weaver, Jonathan Read, Jr., and heirs of Ichabod Read, owners.
Also Sheffel Weaver, Master, and George and Daniel Read, part owners.
Last at Georgetown, S. C., 1798.
- Sloop Two Peters. 38 tons. Built 1795. Seth Chace, Master.
Gilbert Chace and Peter Nichols (Blacksmith) owners. Sold Perth Amboy, 1798.
- Sloop Welcome. 44 tons. Built 1795, and at once sold to Solomon Thornton Jr. and Christopher Thornton.
- Brig Charlotte. 101 tons. Built 1795.
Wanton Steere, Master and owner.
- Schooner Apollo. 94 tons. Built 1795. Philip Chace, Master.
Augustus Chace, Josiah Paddock, Job Peirce, and John Terry, owners,
- Brig Orange. 125 tons. Built 1795. Stephen Chace, Master.
Edmund Valentine, owner.
- Sloop Betser. 55 tons. Built 1795. Henry Pettis, Master.
Ebenezer Crane, Jr., Apollos and Levi Dean, Owners.
- Sloop Brandawine. 72 tons. Built 1795. Abel Borden, Master.
Abel, Abner and Joseph Borden, owners.
- Brig William. 129 tons. Built 1796. Luther Winslow, Jr., Master.
Luther Winslow, David Valentine, Luther Winslow, Jr. and Edson Valentine, owners.
Also Edward Gardner and Edson Valentine, Masters.
- Brig Polly and Nancy. 105 tons. Built 1796. Benjamin W. Brown, Master.
Also William Read, Jr., Master.
Benjamin W. Brown, Robert Porter, Samuel Pickens, and Edmund Hathaway, owners. Sold 1797.
- Sloop Dolphin. 61 tons. Built 1796.
Edson Valentine, Master and owner.
Also Nathan Weaver, Master.
Thomas Davis, Thomas Freelove, Jr., Joseph and Oliver Read, owners. Sold 1799.
- Sloop Lucy. 49 tons. Built 1796. Philip Hathaway, Master.
Philip Hathaway and Edmund Hathaway, owners. Sold 1801.

- Sloop Fair Rosamond. 51 tons. Built 1796. William Read, Jr., Master.
William Read, Jr., Dudley Hathaway, John Hathaway, 2d, and
Edmund Hathaway, owners. Sold 1797.
- Sloop Law Book. 30 tons. Built 1796. Daniel Barnaby, Master.
Daniel Barnaby, Ambrose Barnaby, Valentine Blethen, and Jonathan
Davis, owners. Sold New Bedford, 1797.
- Sloop Endeavor. 38 tons. Built 1796. Valentine Blethen, Master.
Valentine Blethen, William Valentine, David Cleveland and Robert
Miller, owners. Sold 1798.
- Sloop Regulator. 32 tons. Built 1796. Valentine Blethen, Master.
Valentine Blethen, William Valentine and Thomas Davis, owners.
Sold 1803.
- Sloop Sea Flower. 73 tons. Built 1797. William Read, Jr., Master.
William Valentine, owner. Sold Bristol, 1801.
- Sloop Rover. 37 tons. Built 1797. Peter Nichols, Master.
Peter, James and Joseph Nichols, owners. Sold New Bedford, 1801.
- Sloop Warden. 34 tons. Built 1797. Edmund Hathaway, Master.
Edmund Hathaway, Benjamin W. Brown and Samuel Pickens, own
ers. Sold Newport, 1799.
- Sloop Eagle. 35 tons. Built 1797. Isaac Burbank, Jr., Master.
Kempton Burbank, owner. Sold 1800.
- Sloop Defiance. 34 tons. Built 1797. John Terry, Master.
John and Zephaniah Terry, owners. Sold Providence, 1800.
- Sloop Quick Times. 34 tons. Built 1797. Ephraim Briggs, Master.
Peter Nichols and Isaac Burbank, owners. Sold 1813.
- Sloop Ranger. 24 tons. Built 1797. Benjamin Porter, Jr., Master.
Benjamin Porter, Jr., and Jonathan Bowen, owners. Sold 1799.
- Sloop Mary Dean. 50 tons. Built 1797. David Padelford, Master.
David Padelford, Ebenezer and Enos Dean, owners.
- Brig Celia. 118 tons. Built 1798. Joseph S. Martin, Master.
John Davis, owner.
- Sloop Betsey. 37 tons. Built 1798. Ebenezer Payne, 2d, Master.
Ebenezer Payne, 2d, Luther Briggs and Philip Chase, owners. Sold
1802.
- Sloop Wealthy. 35 tons. Built 1798. John Payne, Jr., Master.
John Payne, Jr. and Augustus Chase, owners. Ashore and broken up
1802.
- Schooner Hiram. 78 tons. Built 1798. Philip Chase, Master.
Philip, Gilbert, Augustus and Darius Chase and Luther Briggs, own
ers. Sold Charleston, 1799.
- Schooner Diana. 89 tons. Built 1799. Edmund Hathaway, Master.
Edmund and Philip Hathaway, owners. Sold 1801.
- Sloop Eliza. 37 tons. Built 1799. John Boyce, Master.
Edward Shove, Joseph Shove, Josiah Paddock, Guilford Hathaway
and Oliver Grinnell, owners. Stranded at Snow Hill and sold 1804.

Schooner Marian. 78 tons. Built 1799. Guilford Hathaway, Master.
Guilford Hathaway, Jonathan and Benjamin W. Bowen, owners. Sold
at Newport, 1800.

Schooner George. 85 tons. Built 1799. Sheffel Weaver, Master.
Isaiah, Thomas and George Borden, Jr., owners.
Also George Borden, Jr., Master. Sold.

Sloop Adams. 37 tons. Built 1799.
Gilbert Staples, Master and owner. Sold 1816.

Sloop Justina. 69 tons. Built 1799, for Newport parties.

Schooner Friendship. 101 tons. Built 1800. John Read, Master.
John Read, Joseph Shove, Edward Shove, Kempton Burbank, David
Cudworth and Gilbert Tisdale, owners. Registered at Wilmington,
1802.

Schooner Persis. 93 tons. Built 1800. John Strange, Master.
John Strange, Alden Hathaway, Noah Hathaway and Benjamin
Chace, 2d, owners. Last at Georgetown, S. C., 1801.

Brig Spanish Lady, 127 tons. Built 1800. Philip Chase, Master.
Philip Chace, Augustus Chace and Luther Briggs, owners. Surren-
dered at St. Mary's, 1802.

Brig Neptune. 41 tons. Built 1800. Anson Bliffins, Master.
John Bowers, owner.

Schooner Grand Turk. 123 tons. Built 1800. Henry Pettis, Master.
Edson Valentine, owner.
Also Edson Valentine, Master, and Jonathan Bowen, part owner.

Schooner Hiram. 113 tons. Built 1800. Nathan Weaver, Master.
Sheffel Weaver, Enos Cleveland, Jonathan Read and Jonathan Read,
Jr., owners.

Schooner Republican. 99 tons. Built 1800. Elisha Gregory, Master.
Elisha Gregory, Ebenezer Crane, Augustus Chase, Eleazor and Peter
Nichols, owners.

Schooner Hecate. 92 tons. Built 1801. Azel Howard, Master.
Francis Howard, George Baylus and John Angior, owners.

Schooner Fair Play. 95 tons. Built 1801. John Brown, Master.
John and Samuel Brown, owners.

Brig Industry. 141 tons. Built 1801. Benjamin Davis Jr., Master.
Benjamin Davis Jr., and Collins Chase, owners.

Schooner Betsey. 84 tons. Built 1801. John Strange, Master.
John Strange, Josiah Paddock, Paddock Richmond and Sylvester
Briggs, owners.

Schooner Atalanta. 127 tons. Built 1801. Edmund Hathaway, Master.
Edmund and Noah Hathaway, owners.
Also Benjamin P. Chase, Master. Edmund Hathaway, sole owner.
Also Philip Tew, Master. Stranded and lost on Cape Henry 1810.

Schooner Polly Merrick. 67 tons. Built 1801. David Miller, Master.
Also Joseph Childs, Master.
Isaac Merrick and David Miller, owners. Sold New Bedford, 1803.

- Schooner Harriet. 106 tons. Built 1801. Philip Chase, Master.
Philip, Gilbert and Augustus Chase, John Strange, Luther and Gilbert
Briggs, owners. Registered 1809.
- Sloop Argus. 44 tons. Built 1801. Job G. Lawton, Master.
Daniel Douglas, Ebenezer Peirce and Job Peirce, owners. Sold 1804.
- Schooner American Lady. 60 tons. Built 1801. Ebenezer Payne, 2d,
Master.
- Ebenezer Payne, 2d, Ebenezer Payne and John Cudworth, owners.
Registered at Camden, 1804.
- Brig Defiance. 115 tons. Built 1801. Guilford Hathaway, Master.
Guilford and Philip Hathaway, owners. Registered at Savannah, 1801.
- Sloop Sally. 38 tons. Built 1801. John Briggs, Master.
John Briggs 2d and Kempton Burbank, owners. Last at Bristol, 1806.
- Schooner Republican. 46 tons. Built 1802. George C. Briggs, Master.
George C. Briggs, Luther Briggs, John Terry, Kempton Burbank, and
Malbone Hathaway, owners. Sold 1811.
- Schooner Abigail. 106 tons. Built 1802. James L. Valentine, Master.
Thomas Valentine, Augustus Chase, Anson Bliffins and James L.
Valentine, owners.
- Sloop Volly. 21 tons. Built 1802. William Hall, Master.
Ebenezer Peirce, Joseph and Stephen Barnaby, owners. Sold 1814.
- Sloop Lily. 40 tons. Built 1802. Job Terry, Master.
Job Terry, Wanton Hathaway, and Job Payne, owners.
- Brig Jefferson. 112 tons. Built 1802. Aaron Dean, Master. Aaron Dean,
Samuel Dean, Bailey Winslow, Nicholas Hathaway, Job Peirce, Eben-
ezer Peirce and David A. Leonard, owners.
- David A. Leonard, at one time a resident of Assonet Village, was the
grandfather of the Hon. John Hay, Secretary of State, the most noted
and influential diplomat of the present age, whose mother, Helen
(Leonard) Hay, was born at Assonet.
- Brig Hiram. 116 tons. Built 1802. John Strange, Master.
John Strange, Gilbert Chace, Richard Clark, Oliver Grinnell, Silas
Payne, Josiah Paddock, Kempton Burbank Joseph, Edward and
George Shove, owners.
- Sloop Swift. 51 tons. Built 1802. John Bourn, Master.
Samuel Bourn, William, Philip and John Winslow 3d, owners.
- Schooner Prudence. 46 tons. Built 1802. Henry Munroe, Master.
Henry Munroe and Samuel Townsend, owners.
- Brig President. 155 tons. Built 1802. Simmons Hathaway, Master.
Simmons and Philip Hathaway, owners.
Also Benjamin W. Brown, Master.
- Sloop Antelope. 86 tons. Built 1802. Sheffel Weaver, Master.
Sheffel Weaver, Jonathan Read and Jonathan Read, Jr., owners.
Also Nathan Weaver, Master. Changed to schooner and sold 1803.

- Sloop Fair Play. 46 tons. Built 1802. Henry Carter, Jr., Master.
Henry Carter, Jr. and Thomas Borden, 3rd, owners. Sold Providence,
1803.
- Sloop Two Brothers. 47 tons. Built 1802. Theophilus Chase, Master.
Josiah Paddock, Joseph Shove, Edward Shove and Jason Hathaway,
owners.
- Schooner Pegasus. 111 tons. Built 1803. John C. Richmond, Master.
John Bowers and Benjamin Davis, owners.
Also Audley Clarke, Master.
Audley Clarke, Peleg Wood, Jr., and Christopher Fowler, owners.
- Sloop Ranger. 28 tons. Built 1803. David Hathaway, Master.
Henry Hathaway, owner. Broken up 1821.
- Schooner Angenora. 89 tons. Built 1803. Nathan Simmons, Master.
Edson Valentine, owner. Sold Bristol, 1804.
- Sloop Triton. 49 tons. Built 1803. Henry Tew, Jr., Master.
Ebenezer Peirce, Job Peirce, John Terry and Silas Terry, owners.
Sold Bristol, 1806.
- Sloop Sinia. 39 tons. Built 1803.
Augustus Chace, Master and owner. Broken up 1811.
- Schooner Caroline. 113 tons. Built 1804. John Pierce, Master.
Apollos Dean, Peter Nichols, Levi Dean, Heirs of Eleazer Nichols,
widow Hopey Terry and Zephaniah Terry, owners. Sold 1813.
- Schooner Dover. 107 tons. Built 1804. Daniel Chase, Master.
Peter Nichols, Anson Bliffins, Z. Terry, Jr., Gilbert Chase, John
Terry, Luther Briggs and Eleazer Nichols, owners. Registered 1809.
- Schooner Hiram. 110 tons. Built 1804. Anson Bliffins, Master.
Anson Bliffins and James L. Valentine, owners. Last at Charles-
ton, 1810.
- Sloop Amy. 37 tons. Built 1804. James Burr, Master.
James Burr, Daniel Douglass and Daniel Douglass, Jr., owners. Last
at Bristol, 1811.
- Brig Mount Vernon. 187 tons. Built 1805. Joseph Peirce, Master.
Joseph Peirce, Josiah Paddock, Richard Clark, Joseph, Edward and
George Shove, owners.
- Ship Perseverence. 200 tons. Built 1805. Simmons Hathaway, Master.
Simmons and Edmund Hathaway, owners.
- Brig Fair America. 138 tons. Built 1805. John Strange, Master.
John Strange, John Hathaway, Samuel and Samuel Hathaway, Jr.,
owners.
- Schooner Traveller. 73 tons. Built 1805. Frederick Hathaway, Master.
Alden Hathaway, owner. Registered 1809.
- Schooner Little Ann. 74 tons. Built 1805. George C. Briggs, Master.
Robert Porter, Paddock Richmond, Joseph E. Read and Henry Porter
owners. Last at Washington, North Carolina, 1806.

Sloop Fame. 34 tons. Built 1805. Jason Hathaway, Master.
Jason Hathaway and John Cudworth, owners. Sold Sag Harbor, 1811.

Sloop Eunice. 48 tons. Built 1806. James Chase, Master.
Edmund Hathaway and Guilford Dudley Hathaway, owners. Sold 1811.

Sloop Unicorn. 69 tons. Built 1807. George C. Briggs, Master.
George C. Briggs, Benjamin Weaver and Ebenezer Peirce, owners. Sold Bristol, 1809.

Schooner Betsey. 86 tons. Built 1807. Nathaniel Briggs, Master.
Nathaniel Briggs, Josephas Briggs and Gilbert Staples, owners. Foreign from Georgetown, 1817.

Sloop Jane. 64 tons. Built 1807. Allen Chase, Master.
Allen Chace and Gilbert Chace, owners. Sold New Bedford, 1810.

Sloop Roema. 46 tons. Built 1808. John Read, Master.
Robert Porter and Henry Porter, owners. Sold New Bedford, 1809.

Sloop Ann Matilda. 68 tons.
Gilbert Chace, Master and owner. Sold 1809.

Sloop William. 51 tons. Built 1809. John Read, Master.
Ephraim Merrick, John Read and Isaac Merrick, owners. Foreign trade 1811.

Schooner Mary. 68 tons. Built 1809. George Dean, Master.
Benjamin Dean of Freetown and William Nichols of Troy, owners. Sold Providence, 1823.

Sloop Angenora. 48 tons. Built 1809. Philip Tew, Master.
Ambrose Barnaby, —— Hathaway, Silas Hathaway and Isaac N. Hathaway, owners. Last at Newburn, 1811.

Sloop Eagle. 48 tons. Built 1809.
Job Payne, Master and owner.

Sloop Eudora. 49 tons. Built 1810. Benjamin Chace, Master.
Philip Hathaway, owner. Sold 1815.

Sloop Cohannet. 32 tons. Built 1810.
Augustus Chace, Master and owner. Broken up 1829.

Schooner Cincinnatus. 82 tons. Built 1810.
James L. Valentine, Master and owner. Sailed from Newport, December 25, 1810 and lost at sea.

Sloop Henry. 62 tons. Built 1810.
John Read, Master and owner. Last at Savannah, 1818.

Sloop Polly. 22 tons. Built ——. George Chace, Master.
George Chace, Augustus Chace and Job Peirce, owners. Broken up 1838.

Schooner Merino. 73 tons. Built 1810. Benjamin H. Lawton, Master.
Benjamin H. Lawton, John Terry, Silas Terry, Earl Sampson and heirs of John Hinds, owners. Sold Newport, 1818.

Sloop Mercatton. 49 tons. Built 1811. George C. Briggs, Master.
Ebenezer Peirce and Joseph Weaver, owners. Sold 1851.

- Schooner Meleta. 148 tons. Built 1811. John Eddy, Master.
Isaac Merrick, David Terry, Samuel Hathaway and Thomas Randall, owners. Last at Philadelphia, 1815.
- Schooner Aurora. 129 tons. Built 1811. Anson Bliffins, Master.
Anson Bliffins, Robert Strobridge and Stephen B. Pickens, owners.
Foreign from New York, 1817.
- Sloop Mary Ann. 39 tons. Built 1812. John Briggs, Jr., Master.
Allen Chace, part owner. Last at Newport, 1817.
- Sloop Lily. 37 tons. Built 1812. Benjamin H. Lawton, Master.
Benjamin H. Lawton, Joshua and Seth Howland, owners. Sold 1815.
- Sloop Swallow. 44 tons. Built 1812. Ebenezer Payne, 2d, Master.
John and Silas Terry, owners. Last at Newport, 1815.
- Sloop Ann Eliza. 35 tons. Built 1813. William Sekell, Master.
John Cudworth, part owner. Sold 1823.
- Sloop Massachusetts. 41 tons. Built 1813. Robert Strobridge, Master.
Robert Strobridge and Thomas Burbank, part owners. Sold 1821.
- Sloop Liberty. 35 tons. Built 1813. William Sekell, Master.
William Sekell and Ebenezer Payne, owners. Sold at Newport 1817.
- Schooner Friendship. 27 tons. Built 1814.
Cornelius C. Hamlin, Master and owner. Lost near Martha's Vineyard, Aug. 18, 1830.
- Sloop Victory. 30 tons. Built 1814. Philip Chace, Master.
Artemas Willard, owner. Broken up 1838.
- Sloop Fame. 47 tons. Built 1815. John Phillips, Master.
Edmund Hathaway, Augustus Chase and John Phillips, owners. Lost in 1816.
- Sloop Rosette. 47 tons. Built 1815. Clothier Hathaway, Master.
Samuel Hathaway, John Hathaway and Isaac Merrick, owners. Sold at Bristol, 1815.
- Schooner Cerena. Built 1815. Adino Paddock, Master.
Adino Paddock, Earl Sampson, John Nichols and Benjamin Babbitt, owners. Foreign from Wilmington, 1819.
- Schooner Atalanta. 184 tons. Built 1815. James Chace, Master.
Edmund Hathaway, owner.
- Sloop General Jackson. 36 tons. Built 1816. Thomas J. Evans, Master.
Guilford H. Hathaway, James W. Hathaway and Guilford Hathaway, owners. Broken up 1841.
- Schooner Liberty. 66 tons. Built 1816. William Hall, Master.
William Hall, David Dean, Ezra Dean, Olive Hathaway, Heirs of Joseph Nichols and Charles Strange, owners.
- Sloop Roseta. 46 tons. Built 1816. Jason Hathaway, Master.
Jason Hathaway, Peter Nichols and Allen Chace, owners. Sold 1824.
- Sloop John and Philip. 67 tons. Built 1816. Henry Slade, Master.
John H. Pierce and Philip P. Hathaway, owners. Sold in New York, 1817.

- Sloop Sarah Ann. 40 tons. Built 1816. Daniel Burt, Master.
William Carpenter, owner. Left New York, December, 1818, and lost at sea.
- Sloop Planter. 55 tons. Built 1816. Philip Lee, Master.
Stephen Barnaby, Philip, Isaac N. and John Hathaway, 5th, owners.
Sold at Savannah, 1823.
- Brig Atalanta. 134 tons. Built 1816.
Edmund Hathaway, Master and owner. Foreign from Wilmington, 1819.
- Brig Polander. 90 tons. Milton Andros, Master.
Condemned and sold as prize at Savannah, 1818. John Read, owner.
Again sold at Brunswick, Ga., 1818.
- Sloop Success. 33 tons. Built 1816. George C. Briggs, Master.
John and Silas Terry, owners. Foreign from Newburn, 1820.
- Sloop Eliza. 39 tons. Built 1816. Augustus C. Barrows.
A. C. Barrows and Seth P. Williams, owners. Broken up, 1841.
- Sloop Martha Jane. 30 tons. Ephraim Tisdale, Master.
Sylvanus S. Payne, Allen Chace, Washington Read, Luther Pickens and Job Payne, owners.
- Sloop Ruth. 47 tons. Built 1817. Seth Winslow, Master.
George Pickens and —— Pierce, owners. Lost on passage Charles-ton to Providence, 1819.
- Sloop Union. 49 tons. Buit 1817. John Clark, Master.
John Cudworth and Daniel Douglass, owners. Sold New Bedford, 1819.
- Schooner Millenium. 108 tons Built 1817. John Clark, Master.
John and Richard Clark, owners. Foreign from Newburn, 1820.
- Sloop Wellington. 37 tons.
John Brown, Master and owner. Broken up at Assonet, 1843.
- Schooner Susan. 118 tons. Built 1817. Nathaniel Briggs, Master.
Edmund Hathaway and Josephas Briggs, owners. Went foreign from Alexandria, 1823.
- Sloop Jane. 33 tons. Benjamin H. Lawton, Jr., Master.
John Cudworth and Benjamin H. Lawton, Jr., owners. Sold 1826.
- Schooner Washington. 63 tons. Built 1817. Adino Paddock, Master.
Adino Paddock, William Winslow and Benjamin Burt, owners. For-eign from Newport, 1824.
- Brig Enterprise. Timothy Lewis, Master.
Guilford H. Hathaway, ex. of estate of Edmund Hathaway, sole owner. Sold at Bristol, R. I., 1835.
- Schooner Susan. 118 tons. Built 1817. Anson Bliffins, Master.
Nathaniel Briggs of Freetown and Joseph Badge of Boston, owners.
Sold at Newbern, 1827.
- Schooner Betsey. 172 tons. Anson Bliffins, Master.
Edmund Hathaway, owner. Lost 1828.

- Schooner Ephraim. 73 tons.
Josephas Briggs, Master and part owner. Foreign from Newport, 1822
- Sloop Phebe Ann. 33 tons. Edmund Briggs, Master.
Joseph Briggs, owner. Sold 1822.
- Sloop Hen. Built 1818. Benjamin Porter, Jr., Master.
John Nichols and Earl Sampson, owners. Sold 1833.
- Schooner Rose in Bloom. 66 tons. Built 1818. Jacob Brightman, Master.
Robert Strobridge and Ephraim Merrick, owners. Sold 1822.
- Brig Betsey. 142 tons. Built 1819. Elisha L. Pratt, Master.
Edmund Hathaway, owner. Foreign from Wilmington, 1820.
- Schooner John and Mary. 56 tons. Built 1819. Henry Cleveland, Master.
Henry Cleveland, of Troy; Abraham Ashley, Jr., Charles Crapo and
Job Terry, owners. Sold 1822.
- Sloop Sea Flower. 38 tons. Built 1821. Welcome Hathaway, Master.
Welcome Hathaway, Jason Hathaway and Thomas J. Lee, owners.
Sold 1823.
- Sloop Infant. 31 tons. Built 1821. George Chace, Master.
Augustus Chace, owner. Broken up, 1842.
- Sloop Rising Sun. Built 1821.
Artemas Willard, Master and owner. Sold 1832.
- Sloop Elenor. 49 tons. Built 1822. William Sekell, Master.
William Sekell, S. S. Payne, Noah P. Hathaway and Job Pierce, owners.
Sold at New Bedford, 1835.
- Schooner Good Return. 105 tons. Built 1822. Richard Clark, Jr., Master.
John, Jesse, Richard and Richard Clark, Jr., owners. Foreign 1823.
Also Job Terry, Master.
- Sloop Morning Star. 46 tons. Built 1823. Ephraim Tisdale, Master.
Ebenezer Payne and Sylvanus S. Payne, owners.
- Sloop Trader. 86 tons. George Dean, Master.
George Dean and Gershom Burr, owners. Sold 1835.
- Sloop Fair Play. 36 tons. Built 1823. Edmund D. Hathaway, Master.
Edmund D., Guilford and James Hathaway, owners. Sold 1833.
- Sloop Fairhaven. 44 tons. Built 1824. Guilford H. Evans, Master.
Edmund Hathaway, Guilford H. Evans and David Evans, owners.
Sold at Providence 1828.
- Sloop Providence. 38 tons. Built 1824. James M. Hathaway, Master.
James M. Hathaway, Peter Nichols, Dean Durfee, George Dean and
Sumner Briggs, owners. Sold at Providence, 1826.
- Sloop Three Brothers. 65 tons. Built 1825. George Dean, Master.
George Dean, Benjamin Dean, Joseph Durfee, Laban Smith and Job
Pierce, owners. Named for the three brothers, John, George and
Benjamin Deane. Sold 1831.
- Sloop Hannah. 35 tons. Benjamin I. Brown, Master.
Broken up, 1829.

- Sloop Boliver. 45 tons. Built 1826. Allen Payne, Master.
Allen Payne, George Dean and William Sekell, owners. Sold at St. Mary's, 1839.
- Sloop Argo. 44 tons. Built 1828. Benjamin H. Lawton, Master.
Benj. Terry and William Strobridge, owners. Sold 1833.
- Sloop Sapello. 51 tons. Built 1828. Welcome Hathaway, Master.
Benjamin Dean, Jr., George Dean, Welcome Hathaway and Joseph Durfee, Jr., owners. Sold Aug. 16, 1839.
- Sloop Marshall. 70 tons. Allen Chace, Master.
Allen Chace and George Dean, owners. Sold 1834.
- Sloop Merchant. 62 tons. Built 1829. Franklin Briggs, Master.
Franklin Briggs, Job Pierce, Guilford H. Hathaway, Ambrose W. Hathaway and Samuel R. Bragg, owners.
- Sloop Ann Maria. 65 tons. Built 1829. Nathaniel Briggs, Master.
Nathaniel Briggs, Benjamin Dean, George Dean, and Adino Pad-dock, owners. Lost at sea. All hands lost. When last seen Captain Briggs was scudding before a gale of wind off Cape Hatteras.
- Sloop Macon. 67 tons. Built 1830. William Hall, Master.
William Hall, Job Pierce and Joseph Durfee, Jr., owners. Sold 1835.
- Schooner John Henry. 110 tons. Built 1832. George Henry, Master.
John G. Burns and New York owners. Sold at New York, 1838.
- Sloop Franklin. 32 tons. Built 1832. Allen Payne, Master and owner.
Sold 1853.
- Schooner Caroline. 60 tons. Joseph F. Bliffins, Master.
Philip H. Evans, owner. Sold at Provincetown, 1847.
- Schooner Canton. 110 tons. Built 1832. George W. Gibbs, Master.
- Sloop Wave. 40 tons. Built 1833. Stephen B. Barnaby, Master.
Stephen B. Barnaby and Stephen Barnaby, owners. Sold 1841.
- Sloop Science. Built 1833. James Burr, Master.
James Burr, Job Pierce and Joseph Durfee, Jr., owners. Sold Savan-nah, 1836.
- Schooner Cashier. 74 tons. Built 1834. Allen Payne, Master.
Allen Payne, Joseph Durfee, Job Pierce, and S. S. Payne, owners.
Went ashore at Kill Devil Hill near Cape Hatteras, 1837. Sold Eliza-beth City, 1837.
- Sloop William Wray. 60 tons. Madison Durfee, Master.
Madison Durfee and John Brown, owners. Sold 1841.
- Sloop Actor. 25 tons. Franklin Briggs, Master.
Franklin Briggs and Job Pierce, owners. Sold at New York, 1848.
- Sloop Hamilton. 33 tons. Augustus C. Barrows, Master.
Augustus C. Barrows, George Dean and James W. Hathaway, owners.
- Sloop Independence. 35 tons. James Dean, Master.
Benjamin Dean, owner. Bought at Taunton, Mass. Last at New-port, 1851. Sold.

Schooner President. 82 tons. Built 1834. Simeon Coombs, Jr., Master. Luther Cudworth, John Dean, Benjamin Dean, Welcome Hathaway and Guilford H. Hathaway, owners. Sold.
Built for Captain Luther Cudworth.

Schooner Florida. 82 tons. Built 1834. Samuel Pridham, Master. Samuel Pridham, George Dean and Franklin Briggs, owners. Sold Brunswick, Ga., 1858. Built for Captain Franklin Briggs.

Sloop Mary Elizabeth. Built 1834. Henry M. Chace, Master. Tisdale Briggs, sole owner. Sold at Newport, 1864.
Built by David Robinson at Robinson's Shore.
Also, Allen Payne, Master.

Schooner Virginia. 133 tons. Built 1836. Thomas Andros, Master. Job Pierce, George W. Hall, William Hall, Allen Chase, Welcome Hathaway, and Allen Payne, part owners. Last at Bristol in 1848. Sold.
Built for Captain William Hall.

Schooner Alexander M. 142 tons. Built 1837. William Pratt, 2d, Master. William Pratt, 2d, George Dean, John Dean, 2d, Benjamin Dean and Franklin Briggs, owners. Last at New Bedford, 1843. Sold.

Sloop Osterville. 31 tons. Augustus C. Barrows, Master. A. C. Barrows, Joseph Durfee, Jr., Job Payne, Jr. and Job Pierce, owners. Broken up at Assonet.

Sloop Company. 63 tons. Built 1838. James W. Burr, Master. James W. Burr, Job Pierce and James Burr, part owners. Sloop Company rig changed to schooner 1841. Last at Savannah, 1851. Sold.

1st Paper. Sloop Bristol 31 tons. Built 1838. Edmund D. Hathaway, Master. Also Henry M. Chace, Master. E. D. Hathaway, Guilford H. Hathaway, Thomas Evans, Luther Cudworth and James W. Hathaway, owners. Driven ashore by ice during the winter of 1899 at Gardner's Neck, Swansea, and broken up.

Sloop Pinion. 39 tons. Henry M. Chace, Master. Philip H. Evans, owner. Lost at Watch Hill, 1857.

Sloop Glide. 34 tons. Philip H. Evans, Master and owner.
Also Henry M. Chace, Master. Broken up at Assonet.

Barque Harriet. 147 tons. Built 1808. James Madison Durfee, Master. John D. Wilson, Alden Hatheway, Job Terry, James M. Durfee, Job Peirce, George Dean, Charles Hathaway, Ambrose W. Hathaway, Barnaby Hathaway, Welcome Hathaway, Robert Porter, John Macomber, John Crane and Benjamin Dean of Freetown, Isaiah Winslow, Robert P. Strobridge, Joseph P. Haskins and Frederick Seekel of Middleboro, Philip Durfee and Benjamin Almy of Providence, owners. The Harriet was fitted out at Winslow's Rocks, near the mouth of the Assonet river for a whaling voyage. The investment proved to be an unlucky one for her owners. She was condemned at Pernambuco, Brazil, in 1848.

Barque Elizabeth. 349 tons. Built at Waldoboro, Me., 1838. Elisha Gifford, Master.

Elnathan P. Hatheway, Franklin Briggs, Job Peirce, John D. Wilson, Benjamin Dean, John Dean, George Dean, Welcome Hathaway, Gideon P. Hathaway, Davis J. Barrows, James Burr, James W. Hathaway, Edmund D. Hathaway and Guilford Hathaway of Freetown, Alonzo Davenport of New Bedford, Clothier Allen, John Allen Jr., John C. Haskins and Joseph Haskins of Middleboro, owners.

This was one of the two whale ships fitted out at Freetown, the venture in both cases proving disastrous, and very disheartening to their owners. The Elizabeth was twice fitted out at Hathaway's wharf in the Narrows. She first sailed in 1841. On this voyage an entire boat's crew of six, including the captain, were lost. When last seen from the ship they were fast to a whale. A fog came up and shut them out of view; in the morning their boat was found bottom up. The names of the unfortunate sailors were Bradford W. Winslow, captain, son of John Winslow; Benjamin Hall, son of William Hall; George S. Evans, son of Thomas Evans; and William H. Thresher, son of Henry Thresher, all of Asonnet, and David Hathaway, boatsteerer, son of Russell Hathaway and Daniel Reed, son of George Reed, both of Steep Brook. The date of this sad event was June 17, 1843.

She sailed on her second and last voyage July 4, 1844. Elisha Gifford, Master. She was burned at the Fiji Islands in 1846. Two of the young men of the village that were numbered with her crew, Charles, son of Hampton Pierce, and Thomas W. Pierce Jr., never returned home. The latter died of sunstroke near Sacramento, Cal.

Sloop Nation. 27 tons. Built 1840. Bayliss Hathaway, Master.

Welcome and Jason Hathaway, owners.

Last at Providence in 1852.

Schooner John P. Collins. 89 tons. James W. Burr, Master.

James W. Burr and James Burr, part owners.

Sloop Alabama. 95 tons. Built 1840. Edwin Harris, Master.

Edwin Harris, Stephen B. Barnaby, James W. Hathaway, Guilford Hathaway, F. S. Hathaway, Thomas T. Hathaway, Thomas Evans, Edward D. Hathaway, John Winslow and Guilford H. Hathaway, owners. Last at New York in 1843.

Sloop Eagle. 22 tons. John Brown, Master and owner.

Broken up at Asonnet in 1856.

Sloop America. 56 tons. Daniel C. Brown, Master and owner.

Disappeared from the records in 1843

Schooner Imperial. 156 tons. Built 1841. Joseph H. Read, Master.

Joseph H. Read, John Dean 2d, Benjamin Dean, Guilford H. Hathaway, Edward O. Hathaway, John D. Wilson and Charles W. Hathaway, owners. Disappeared in 1847. Sold.

Sloop Chief. 28 tons. James L. Robinson, Master.

James L. Robinson and Job Terry, owners. Sold in 1843

- Sloop J. Pierce. 48 tons. Built 1842. George Dean, Master.
George Dean, John D. Wilson and Job Peirce, owners. Sold in Rockland in 1856.
Abner Winslow was the boss carpenter in building this sloop.
- Sloop Narragansett, 35 tons. Peleg Barker, Master.
Thomas L. Robinson of Boston, owner. Broken up in 1864.
- Schooner John K. Randall. 144 tons. Built 1847. William Williams, Master.
George Dean, Benjamin Dean, Job Peirce and John D. Wilson, owners.
Last at New Bedford in 1851. Sold.
Built for Captain George Dean, at the ship yard on Water Street.
- Schooner Carrier. 143 tons. Built 1848. Elisha Gibbs, Master.
Elisha Gibbs, John D. Wilson, Luther Cudworth, Job Peirce, Welcome Hathaway, Guilford H. Hathaway, Benjamin Dean and John Dean, owners.
Built for Captain Luther Cudworth at the ship yard on Water street. The last vessel built in Freetown. Altered into a Brigantine in 1851. Sunk in a collision off the New Jersey coast in 1852. Loaded with sugar for New York. A total loss. The crew escaped in the yawl boat, which was sent to Asonnet. The last vessel hailing from Freetown that engaged in foreign trade.
- Schooner Mary A. Rowland. 109 tons. James W. Burr, Master.
James W. Burr, James Burr and William Read, part owners Sold at Providence in 1862.
Captain Burr was engaged in the Southern carrying trade at the breaking out of the War of the Rebellion.
- Schooner Charles W. Bentley. 119 tons. William Read, Master.
William Read, Luther Cudworth, George W. Hall and James Burr, owners. Sold in 1862.
Captain Read was in Charleston, S. C., just before the firing upon Fort Sumter. One evening he overheard a whispered conversation on the dock about the seizing of his vessel the next day. He cut loose that night and escaped.
- Schooner Challenge. 104 tons. George N. Bailey, Master.
George N. Bailey, Joshua A. Smith, Jabez Smith, Joseph W. Smith, Benjamin G. Rogers, Reuel Strickland, Joshua Crandell, Edward Ashley, Franklin Potter, Josiah Wyman of New London, Luther Pickens, Luther Cudworth, George W. Pickens of Freetown, and Washington Read of Providence, owners. Sold.
This schooner, Benjamin F. Pickens, Master, escaped from Charleston harbor just before the firing upon Fort Sumter, in April, 1861. She was fired upon by the rebel batteries on shore as she passed out of the harbor.
- Schooner J. Truman. 117 tons. Samuel Pridham, Master.
Samuel Pridham, George Dean, Franklin Briggs, Thomas Leeburn, Luther Pickens, George W. Pickens, Luther Cudworth and William Read, owners. Sold at New Bedford in 1862.

Just before the firing upon Fort Sumter Captain Pridham was at Savannah Ga., loaded with rough rice for Charleston, S. C. He was quite undecided for a time whether to go to Charleston and deliver the rice or come North with it. He finally went to Charleston, unloaded, and then came home. In passing out of Charleston harbor two shots were fired at him from the rebel batteries on shore. One cannon ball passed between the masts, the wind of it knocking the cook down.

Sloop Rosetree. 26 tons. Augustus C. Barrows, Master and owner.
Broken up at Assonet in 1866.

Sloop A. E. Watkins. 26 tons. Benjamin F. Luther, Master.
Benjamin F. Luther and Welcome H. Richmond, owners. Sold at Newport in 1884.

Sloop Zebra. 37 tons. Robert Porter, Master and owner. Sold.

On the night of July 8, 1870, this vessel was anchored near the mouth of Joshua's Channel. A high wind coming up Captain Porter, Captain William Read and Robert Jenkins (colored), who were on board, started to put out an extra anchor. They lashed it to the stern of a skiff boat. As soon as they pushed off from the vessel the boat was swamped and carried to the bottom by the anchor. Captain Porter, as he drifted by the vessel, caught hold of the bobstay and hauled himself on board. In the darkness he could not see his companions, but he heard Captain Read say, as the current swept him past the vessel, "throw me a line." Captain Read and Robert Jenkins were drowned. Their bodies were recovered.

Schooner Addie Randall. 40 tons. Alfred B. Davis, Master and owner.
Broken up at Assonet in 1902.
The last vessel to hail from Freetown.



WELCOME HATHAWAY HOMESTEAD.

SHIPPING AND COMMERCE.

Before the advent of railroads freighting was largely done by water. The vessels took their cargoes as far inland as possible, after which the merchandise was sent to its destination by teams, mostly ox teams. For this reason the head of navigation on a river easy of approach and ascent was quite likely to become an important and busy trading point. Such was Assonet Village seventy and more years ago when it was no unusual thing to see more than a score of vessels tied to the wharves or anchored in the bay; and long strings of teams coming in from Fall River, Taunton, Middleboro, and other places with manufactured articles, wood and farm produce, for shipment to Providence, Newport, New York, or foreign ports; and going out with sugar, molasses, salt, flour, rum, and other domestic and foreign goods for inland traders or home consumption. The iron railing used in building the Arcade at Providence, R. I., is said to have been made at the East Freetown furnace, and sent to its destination via Assonet. At times the lower wharves and also Lawton's wharf would be well covered with hogsheads of molasses, and other merchandise awaiting sale and transportation inland. Occasionally the river would be dotted with pine apples, oranges, limes and other decaying tropical fruits that had been thrown overboard from vessels engaged in the West India trade. Heavily laden vessels would have a part of their cargo lightered at Joshua's channel after which they would proceed to the wharves. Captain Edmund Hathaway, an owner in several of the Freetown vessels, was at one time largely engaged in the West India trade. He was assisted by his son, Guilford H. Hathaway, one of whose duties was to ride over to Dighton on horseback and pay the customs or duties on the imported goods. He has often told that he paid more duties at the Dighton Custom House in one year, than was paid by any other three towns in the Dighton Customs District. While many of

the smaller craft engaged in freighting wood, lumber and other commodities to Providence and Newport, or merchandise between New York, Philadelphia and Baltimore and near-by ports, there was quite a fleet of the larger vessels that engaged in winter in the southern carrying trade, that is, the carrying of rough rice, cotton, cotton seed and other goods between Darien, Brunswick, and Savannah, Ga., and Charleston, S. C. This fleet had been reduced to four schooners when the war of the rebellion broke out in 1861, and put an end to it, probably forever.

Darien, Ga., was the rendezvous for the Assonet people engaged in this freighting, as well as for several traders who with their supplies took passage south on these vessels and opened places of business there; returning on them in the spring. The season lasted from September to May.

The trading at Darien was largely with the Georgia "Crackers," a class of poor whites that in the fall of the year drifted slowly down the long rivers from the interior of the state on home-made rafts of lumber which they managed with long poles and sweeps. This lumber and such farm produce as they could bring with them on their rafts, would be converted into money on their arrival at the seaboard. They would remain in the coast cities until spring, or until the low state of their finances compelled them to depart for home. The journey back often had to be made on foot.

The plank used in making the floor of the large barn on Water street, now owned by Mrs. Ambrose Dean, was taken from one of these rafts, the numerous augur holes in it, showing where the planks were pinned together.

Welcome H. Richmond and Charles H. Read are probably the only persons at present living in Assonet Village, and Nathaniel Braley, George Braley, Jason Pittsley and Warren Pittsley at East Freetown, who had any part in this southern business.

During the war of 1812, our ports being blockaded, Captain James Burr, who was at that time master of one of the vessels engaged in the southern trade, drove a six horse team, loaded with shoes, from Boston to Charleston, S. C. On his way he passed through Washington, D. C., leaving that city but a few days before the public buildings were burned by British soldiers. On his return he brought a load of cotton. By trading horses often he kept his team in good condition, and did not have one of his original horses on his arrival home. During the summer months the vessels of this southern fleet were refitted at Assonet, giving employment to many of its citizens. Sometimes they would make one or two coaling trips to Philadelphia or Baltimore before returning south. If no cargo could be obtained to take south, they would go out in ballast. The winter's supply of corn, flour and other goods for the village and its immediate vicinity was stored every fall, before the closing up of the river by ice, in the building now standing on the lower wharf and known as the corn store. The firm of Peirce and Wilson was the last one to use this building for this purpose. There was also a corn store at the Fall River road bridge. About sixty years ago the two lower floors of this building were utilized as a dwelling, and the upper floor as a dance hall. Then and for many years thereafter Mr. Nathaniel Porter of East Bridgewater was the favorite dancing master for the village, and the well remembered phrase "All ready, Mr. Porter," originated in this hall, and was repeated at Deane's hall on Water street for many years by the floor directors of the annual dancing school. These annuals were always terminated with a grand ball and turkey supper, in which Mr. Porter was assisted by his nephew, Mr. Fuller, as second violin, and a Mr. Pratt as cornetist. No better, more respected or more beloved musicians ever played in the village than this trio, Porter, Fuller and Pratt. The turkey suppers were sometimes served at Benjamin Deane's, and sometimes at John Deane's. Ben-

jamin owned the hall and enjoyed dancing; John was always a spectator except when called upon to dance "the broom stick," a dance that no other man could ever execute without making a misstep or tripping over the crossed brooms.

This upper corn store and a cottage next south of it were burned in 1886. The roof of the South church was ignited by the flying sparks. Fortunately this was discovered in time to save the building. Deane's Hall was built in 1847. It was sold and altered into a machine shop in 1869, and became the gun shop in 1873. All this commercial activity has departed from along the river front, and not a single vessel is owned in the town at the present time. Several of the wharves are very much out of repair, and are no longer used as such. It is many years since a vessel has tied to the upper or Winslow's wharf, the longest wharf on the river. Its caplog has now disappeared, and its wall is fast slipping out into the river. Lawton's wharf is in good repair, and a load of wood is occasionally taken from it by an out of town craft. Rodman's wharf is in fair repair, but is not used as such, having been fenced in. Welecome's wharf is fast going to destruction. Time, tides and ice have destroyed the two easterly sections of the lower wharves, but the westerly section, or Nichols' wharf is in good repair, and wood and box boards are occasionally shipped from it. Cudworth's wharf, now used as a coal and lumber yard by Cudworth & Davis, is at present being rebuilt. Hathaway's wharf at the Narrows, where the whale ship Elizabeth was twice fitted out is now nothing more than a stone heap. Two or three parties are still engaged in the wood business at Assonet Village, most of their wood however is now sent to Fall River and Newport by rail. The East Freetown wood dealers ship by rail to New Bedford and other places, and also send considerable both to New Bedford and to Fall River by teams. Within a few years large quantities of white pine has been cut and converted into lumber at

portable saw mills, especially at East Freetown. William Richardson came from the South to Assonet when a young man, and settled at Slab Bridge. He commenced buying wood land and dealing in wood. Before his death he could cut and sell a cord of wood every day, and yet never own any less cords of wood, the growth on his many acres being at least one cord per day. William D. Jenkins, a wealthy planter, that lived near Brunswick, Ga., used to spend his summers at Assonet, sometimes coming and going with Capt. James W. Burr, on his vessel.

THE MARINERS.

Freetown having been largely interested in ship building and commerce, it followed as a natural consequence that many of its citizens, especially the younger-men, would become mariners. It is worthy of note that most of those who chose a sea-faring life soon became masters of vessels, and many of them became noted, both at home and abroad, as highly successful navigators of vessels engaged in the coastwise, and also in the foreign trade. The Rev. Thomas Andros, of Berkley, who lived on a farm bordering on the Freetown line, taught navigation at his home. Undoubtedly some of the Assonet youths availed themselves of the opportunity to study with him. Five of his sons became masters of vessels in the merchant service. Two of them, Thomas Jr. and Benedict, became residents of Assonet Village, marrying Sarah and Eunice, daughters of Peter Nichols, blacksmith. Thomas was for a time engaged in the coastwise trade, and later sailed between New York and Mediterranean ports. Benedict for several years sailed between New Orleans and Liverpool.

Capt. James Chace was an exceedingly fortunate and successful navigator. He sailed for Captain Edmund Hathaway. It was the pride of Captain Chace that "he sailed the seas for forty years, made thirty-three trips to

Bermuda, and never lost a man or a spar." He married Phebe A., daughter of Augustus Chace.

As master of a whale ship, Captain Henry H. Winslow made two voyages from New York, and two from Providence, R. I. His last voyage was from Providence, in the ship *Cassander*. While in the South Atlantic he had taken from another ship two native Africans who had been decoyed on board. The crew, in jest, told these natives that the captain would sell them when he got into port. Believing this, they set fire to the ship and jumped overboard. One was rescued, the other plunged a sheath knife into his side as he went overboard and was not seen again. The crew were obliged to take to the boats, and after ten days of suffering and hardship, they landed on the east coast of South America, in latitude 36 degrees. When five days out in the open boats they fell in with a Spanish vessel, but the captain being afraid of them, refused to take them on board, to take them in tow, or to assist them in any manner. During a gale of wind, Captain Winslow's boat was capsized and its occupants were obliged to get into the other boats. One of the crew died while in the boats, and the third mate was drowned in making the landing. Captain Winslow, with an interpreter, made his way forty miles on the beach, and ninety miles farther in a small vessel, to a port where he secured a vessel to go to the assistance of his crew. At this time he was but twenty-eight years of age. He went to California soon after the discovery of gold in that state. He returned to Assonet several years ago, and today is the only survivor of all the many Freetown captains that once so proudly and nobly trod the quarter deck of a sea-going vessel. He married Mary Ann, daughter of Henry Porter.

Captain Job G. Lawton, on one of his many voyages across the ocean, lost his rudder at sea. With commendable ingenuity he made a temporary one from old ropes, hung and managed it by chains passed over the stern,

and either side of the ship, and by his cool determination and never tiring perseverance brought his ship safely into port. For this remarkable feat he received high public commendation, and a substantial recognition from the insurance companies interested in his vessel and her cargo. Several models of this rudder are now in existence, one being on exhibition at the National Museum in Washington. Another was shown at the Loan Exhibition, Old Home week. He married Polly, daughter of Captain Charles Strange.



CAPT. WASHINGTON READ.

Captain Washington Read followed the sea fifty-two years, commencing as cabin boy for his father when nine years of age. At the age of thirteen he commanded a sloop which plied between Fall River, Providence and Newport, and in all sailed as master of sixteen different vessels. In the ship Caroline Read, named for his wife, (Caroline, daughter of Allen Chace), he circumnavigated the globe. Starting from New York in 1850, being then



RESIDENCE OF RALPH H. FRANCIS.

Built by Rev. David A. Leonard, Grandfather of Hon. John Hay, Secretary of State.



BUILT BY ELDER PHILIP HATHAWAY.

Remodeled by Capt. Washington Read.

thirty-seven years of age, he doubled Cape Horn to San Francisco; thence to Singapore, thence to Calcutta, thence around the Cape of Good Hope to London, and from there home to New York. The trip occupied seventeen months. When he arrived off San Francisco circumstances compelled him to pass through the Golden Gate, a strait five miles long and one mile wide, with bold and rocky shores, in the night time, against a strong head wind. While on the quarter deck, directing the movements of his ship, his stout heart gave way, and he shed tears. His usual good fortune did not forsake him, however, and the morning found him safely at anchor in San Francisco bay. Captain Read crossed the Atlantic about seventy times, his wife accompanying him thirty-eight times. He never grounded or lost a vessel. He rescued many survivors from numerous wrecks, taking fifty-two from one wreck in mid-ocean, encountering great peril in so doing. For this he received high commendation from the Lord Mayor of London, the rescued being British subjects.

Captains Edmund Hathaway, Job Terry, George C. Briggs, George W. Pickens, George W. Hall, Elnathan P. Hathaway, Allen Read, and many others whose names are unknown to the writer, in connection with this particular service, sailed to foreign ports, the four last named in vessels not hailing from Freetown. Captain Elnathan P. Hatheway sailed one of the largest ships out of New York, and made the quickest trip to Rio Janeiro on record at the time. Among those known to the writer who were masters of vessels, engaged in the Southern carrying trade, were Franklin Briggs, Nathaniel Briggs, James Burr, James W. Burr, Luther Cudworth, George Dean, William Hall, Welcome Hathaway, Adino Paddock, Benjamin F. Pickens, Samuel Pridham, Joseph H. Read and William Read. During the War of 1812 Captain Franklin Briggs was captured by the British and confined in Dartmoor prison, where he suffered many hardships.

In the following list of masters of vessels there are many who are well deserving of especial mention, but unfortunately there is no record of their sea service to refer to and the writer knows of no living person that he can appeal to for information concerning them. In the list of vessels hailing from the town the names of many of them appear as masters of several different vessels when their final papers were taken out at the Custom House. In



CAPT EDMUND HATHAWAY HOMESTEAD.

Now Owned by His Grandson, E. G. Lawton.

many instances they commanded other vessels mentioned in the list, but before the issuing of their last papers, and also, in some cases, they commanded vessels hailing from some other port. It should be borne in mind that unless in command of a Freetown vessel when her final papers were issued, a master's name does not appear in this chapter, unless supplied from memory.

MASTERS OF VESSELS.

Augustus C. Barrows, Stephen B. Barnaby, Jonathan Barnaby, Anson Bliffins, Valentine Blethen, Aaron Borden, Joseph Brightman, Josephus Briggs, Ephraim Briggs, Edmund Briggs, John Briggs, John Brown, Jonathan Bowen, Philip Chace, Augustus Chace, Allen Chace, Seth Chace, Henry M. Chace, Joseph Church, John Clark, Benjamin Davis Jr., Aaron Dean, Elisha Gregory, Edmund Harris, Philip Hathaway, Jason Hathaway, Baylies Hathaway, Abiel Hathaway, Edmund D. Hathaway, Benjamin H. Lawton, Ebenezer Payne, Allen Payne, Sylvanus S. Payne, Thomas Payne, George Pickens, John V. Pratt, Elisha L. Pratt, William Pratt, Benjamin Porter Jr., John Read, Jonathan Read Jr., William Read Jr., John Strange, Charles Strange, William Sekell, Philip Tew, Benjamin Tew, Hathaway Tew, John Terry, Zephaniah Terry, Edmund Valentine, James L. Valentine, Nathan Weaver and Sheffel Weaver.

Captain Albert Briggs, now a resident of Buffalo, N. Y., became interested and noted in lake navigation, and formerly commanded the large iron steamer Merchant, 720 tons, on the Buffalo, Milwaukee and Chicago line.

The following named were largely interested in shipping as owners in vessels, but did not themselves follow the sea: Ambrose Barnaby, Isaac Burbank, Kempton Burbank, Thomas Burbank, Luther Briggs, Benjamin W. Brown, Darius Chace, Gilbert Chace, Isaiah Chace, Richard Clark, John Cudworth, Ebenezer Crane Jr., Thomas Davis, Benjamin Dean, John Dean, Joseph Durfee, Joseph Durfee, Jr., Alden Hathaway, Noah Hathaway, Guilford Hathaway, Guilford H. Hathaway, Ambrose W. Hathaway, James W. Hathaway, Joseph Hathaway, Isaac Merrick, John Nichols, Peter Nichols, Job Peirce, Elery Peirce, Job Payne, Luther Pickens, Samuel Pickens, Josiah Paddock, Earl Sampson, George Shove, Asa Shove, Stephen Shove, Samuel

Shove, Joseph Shove, Ephraim Tisdale, Silas Terry, Edson Valentine, William Valentine and John D. Wilson.

Among the traders that went to Darien, Ga., winters, as referred to in this chapter, may be mentioned Benjamin F. Briggs, Benjamin Dean, John Dean, Thomas Leeburn, and John D. Wilson.

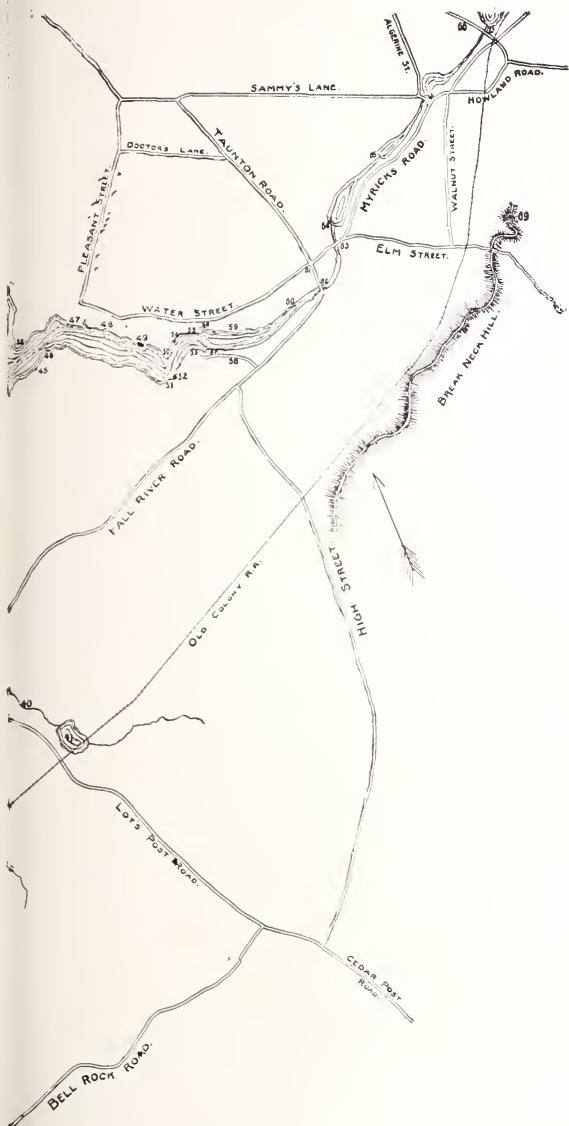
ERRATUM.—The last vessel built at the shipyard on Payne's Cove was the Sloop Alabama, Thomas Evans, boss carpenter, not the Florida, as stated on page 171.

KEY TO MAP OF ASSONET
RIVER AND VICINITY.

1. Winslow's Point.
2. Robinson's Shore.
3. Bar Rocks.
4. Winslow's Rocks.
5. Silas Hathaway's Creek.
6. Gull Rock.
7. Merrick's Shore.
8. The Conspiracy.
9. Darius Phillips'.
10. The Narrows.
11. Simon's Rock.
12. Babbitt's.
13. Hathaway's Wharf.
14. Davis' Landing.
15. Tew's Landing.
16. Perch Rocks.
17. Shepard's Cove.
18. Pine Island.
19. Westcott's Island (South)
20. Cedar Tree.
21. The Turn.
22. The Cleft.
23. Fowle's Meadow.
24. Fowle's Meadow Point.
25. Boyce's Creek.
26. Stacy's Creek.
27. Tripp's Creek.
28. Clam Point.
29. Nab's Creek.
30. Town Farm Brook.
31. Porter's Shore.
32. Smith's Point.
33. John Terry's Landing.
34. Oyster Point.



Drawn by GILBERT M. NICHOLS.



35. Evans' Wharf.
36. Ship Yard Site.
37. Bleachery Pond.
38. Hopping Paul Brook.
39. Amos' Pond.
40. Terry's Brook.
41. Bleachery Reservoir.
42. Spur Track to Davis Place Ledge.
43. King's Point.
44. Smooth Shore.
45. Bass Rock.
46. Bass Rock Point.
47. Cudworth's Wharf.
48. The Lower Wharves.
49. Welcome's Rock.
50. Welcome's Point.
51. The Gulleys.
52. Channel Rock.
53. Pierce's Point.
54. Welcome's Wharf and Shore.
55. Rodman's Wharf.
56. The Ship Yard, or Building Lot.
57. Lawton's Wharf.
58. South Water Street.
59. Billy's Marsh.
60. Winslow's Wharf.
61. Assonet Four Corners.
62. Old Tide Mill Site.
63. Old Tan Yard Site.
64. Tisdale's Dam and Pond.
65. Porter's Dam and Pond.
66. Winslow's Dam and Pond.
67. Forge Dam and Pond.
68. Forge Road.
69. Joshua's Mountain.

THE ASSONET RIVER.

BY JOHN M. DEANE.

THE Assonet River is about twelve miles long. It has its source in Cranberry Swamp, a large swamp lying south east of Assonet Village, on the farther side of the high ridge that skirts the village on the east known as Break Neck Hill; and between the two roads leading from Assonet to New Bedford. From the swamp the stream takes a northerly course, crossing the northerly New Bedford road at Slab Bridge; so named because the bridge that crosses the stream at this point was once made of slabs. Here are the ruins of an old dam, and a mill of some kind was undoubtedly once located at this point. It next crosses the Howland road, and here we find the ruins of the Howland saw mill. At the Water Rock road we find the Dunham saw mill, the roadway itself being the dam.

At its crossing of the new County road is located the Charles Davis Saw mill. About half a mile beyond this mill the stream, having reached the level lands of Myricks, turns to the west, crosses the Beech-woods road, and also the Fall River rail road, at a point about one mile south of the Myricks station. After passing the railroad it turns south, and at Maple Tree bridge on the Myricks road is located the Haskins saw mill. On the edge of the stream south of the railroad bridge, and near the Myricks road there once stood a maple tree that was the corner bounds of Bristol and Plymouth counties, and the towns of Middleborough, Freetown, Dighton and Taunton. In 1735 Berk-

ley was incorporated and took the place of Dighton at the maple tree. Later a stone monument was erected, and in 1853 Lakeville was incorporated and took the place of Middleborough at the stone monument. Often have we lain across the top of this monument and informed our schoolmates of the Myricks Academy that we were living in one state, two counties, and four towns, all at the same time. This is no longer possible. The state and two counties are still there, but that part of Taunton was annexed to Berkley in 1879. Just below the Maple Tree bridge the stream enters the Forge pond. Its course after leaving the pond at the Forge dam is shown on the map. At high tide salt water flows up to Tisdale's dam. At full tides the rise and fall is about seven feet. The source of the river is nearly in a direct line east of its mouth, and but two or three miles from it. The junction of its main channel with that of Taunton river is opposite storehouse point, Somerset, a short distance above the rail road bridge. Island Bed, just below the junction of the channels, and across which the rail road is built, is partly in Freetown and partly in Fall River.

The favorite fishing grounds of our old time residents were at the mouth of Payne's Cove, up Joshua's and Shove's Channels, off Cedar Tree, at the Perch Rocks, in The Narrows, and off Winslow's Rocks; while they found good clamming at John Terry's Landing, at The Cleft, in The Narrows, at Merrick's and Robinson's shores, and at The Conspiracy. They could rake oysters all along the Main Channel below Payne's Cove, or pick them up on the mud flats at low water. Large quantities of striped bass used to be taken from the channel in the bay, in the winter time, by inserting a large round net, attached to a long pole, through a hole cut in the ice, and sweeping it round and round. The fish, somewhat chilled by the cold water and drifting with the current, became an easy prey. Up Joshua's or Shove's Channels, at certain stages of the tide, with a pole and double hooked line it was not an

unusual thing for one to catch white perch two at a time, getting from one to two hundred on board before the fish struck out into the main channel. This was before the waters of our beautiful river were contaminated by the refuse of the Copper Works on Taunton river, and the Bleacheries and saw mills on its own banks. This refuse not only keeps most of the fish out of the river, but has materially injured the oyster beds, killed off the tall seaweed that formerly grew on the mud flats, and destroyed all the thatch that formerly grew above Bass Rock Point. Thatch was provided by nature to protect the soft muddy sod of the marshes from the action of the waves. The three marshes above Bass Rock Point having been deprived of this protection are being slowly but surely cut into and washed away. Great windrows of seaweed used to be thrown up on the shores of the bay in the fall of the year, by the action of the wind and tide, a large portion of it coming from the High Flat bounded by Joshua's, Shove's and the main channel. This was carted off and used as a fertilizer. Some of our citizens made a business of gathering seaweed from the mud flats in boats, first twisting it around a long pole, then taking it on board and cutting it off the pole. From a deep hole below the mouth of the river boatloads of decayed seaweed constantly being swept into it by the current, were taken out with oyster rakes and sold for fertilizing purposes. An ordinary boatload of seaweed sold for one dollar and twenty-five cents.

The favorite bathing places on the river are Lawton's wharf, Welcome's shore, Cudworth's wharf, the Gulleys, Smooth shore, Porter's shore, the Cleft, in the Narrows, and at Merrick's shore.

At The Narrows, Babbitt's was formerly a popular summer resort, being largely patronized by people from Taunton and vicinity. Clambakes, a dance pavilion, a bowling alley, and sail and row boats were provided for visitors. Clambakes were also provided for parties at

Darius Phillips' and at Thomas Jefferson Tew's. There was good fishing and bathing at either place.

In the great gale of September 23, 1815, the large rock on the east shore at the Narrows, known as Simon's Rock, is said to have turned over. At high tide that day the water was seven feet deep in Water street at the ship yard. In the gale of September 8, 1869, the water was three feet deep at the same place. It was in this latter gale that the steeple of the South Church was blown off.

Any vessel that can pass through Mount Hope Bay can without difficulty reach the mouth of Joshua's Channel. Vessels drawing eight feet of water can reach the lower wharves at full tide, and those drawing seven feet the upper wharves. Captain Washington Read once sailed his full rigged ship up to the lower wharves, where he turned around, and sailed out again.

Amos' Pond is said to have taken its name from a man named Amos, who rode into it to water his horse, and disappeared, horse and all, in a quagmire.

At John Terry's Landing the main channel runs close to the shore, which at that point is so bold that vessels are easily laid alongside the bank and loaded with wood. John Terry, for whom the landing was named, lived alone on Bryant's Neck, which at every high tide becomes an island. He lived in a log hut having neither windows or door, but loopholes through which he could shoot if attacked by Indians. Entrance or exit could be had only through its large stone chimney. He was buried on Bryant's Neck, but the location of his grave is not known. His cabin was located at the Junction of the two cart-paths, just across the low marsh that separates the neck from the main land; and near the head of Shepard's Cove.

Channel Rock was lifted from the channel near The Gulleys in 1844 by the incoming tide; it had been chained at low water to a strong stick of timber laid across the two large derrick scows that had been used in the

rebuilding of Rodman's Wharf, and was floated to its present location on the shore.

Welcome's Shore was used as a "dry dock" by vessel owners. A vessel having been put on at high tide would be heeled off shore. As soon as the tide receded work would commence on the upper side of the vessel's bottom. When finished the vessel would be turned around at high water and the other side of the bottom exposed and repaired in like manner. To hurry the drying of paint, and prevent its being washed off by the incoming tide, straw was burned under the vessels bottom. The writer well remembers how the music of the caulking hammers of John and Hampton Pierce rang through the village as they drove home the oakum on vessels undergoing repairs.

Rodman's Wharf was formerly known as Chase's Landing. Water street was then a driftway, and a gate or bars was maintained at the four corners. Here the river used to be forded, and stepping stones to Pierce's Point were used at low water. John Deane was the last man to ford the river at this point with a team. His horse got stuck in the mud, and this deterred others from making further attempts to ford the river at this place.

It is an old saying that "it always rains when Billy's Marsh is mowed." It is a fact that the hay does almost always get wet before it is made and housed.

The heavy stone wall along the south bank of the river, east of Lawton's Wharf, was built by Joseph D. Hathaway and Leander Andros of Berkley, in 1847, for Captain Job G. Lawton. A part of the filling was taken from the sand bank near what is now the town cemetery, and a part from the sand bank on South Water street.

The two-arched stone bridge that spanned the river on the Fall River road was carried away by the freshet of February 13, 1886, the immediate cause being a large log that came down over Tisdale's dam. This struck the south abutment with great force, and remaining in an

eddy, continued to pound the abutment, at last loosening the stones, and allowing the swift current to reach the gravel behind them. The bridge was rebuilt with a single arch the following summer. In the meantime a roadway through the Allen Chace land to Elm street was utilized. The railroad bridge and embankment at Hopping Paul Brook was carried away at the same time. A train of empty coal cars soon came along and plunged into the brook, killing the fireman, Edgar Francis Russell, of Somerset, Mass.

A tide mill was once maintained just east of the Fall River road bridge. The ruins of the dam are still visible. The grist mill that was built here by Joseph Winslow was raised June 25, 1784. When the mill was taken down much of the heavy timber of its frame was used in building the stable that now stands near the bridge.

The old shoe makers' shop, bark mill, curry shop and tan-vats that were located on the river bank near the Elm street bridge, and known as the tan yard, have given way to a modern dwelling and grass plot.

The winter of 1779-'80 was the coldest of the eighteenth century. The ice on the rivers and bays was so thick that loaded teams passed over it from Assonet to Newport.

RECORD AND TRADITION.

BY JOHN M. DEANE.

DEED OF THE FREEMEN'S PURCHASE.

ON THE third day of July 1656, the General Court of Plymouth, granted unto sundry of the ancient freemen of that jurisdiction, viz: Capt. James Cudworth and others, the lands conveyed by the following deed dated April 2, 1659:

Know all men by these presents, that we, Ossamequin, Wamsitta, Tattapanum, Natives, inhabiting and living within the government of New Plymouth, in New England in America, have bargained, sold, enfeoffed and confirmed unto Captain James Cudworth, Josiah Winslow Sr., Constant Southworth, John Barns, John Tesdale, Humphrey Turner, Walter Hatch, Samuel House, Samuel Jackson, John Daman, Mr. Timothy Hatherly, Timothy Foster, Thomas Southworth, George Watson, Nathaniel Morton, Richard Moore, Edmund Chandler, Samuel Nash, Henry Howland, Mr. Ralph Partridge, Love Brewster, William Paybody, Christopher Wadsworth, Kenelme Winslow, Thomas Bourne and John Waterman, the son of Robert Waterman and do by these presents bargain, sell, enfeoff and confirm from us our heirs, unto James Cudworth, Josiah Winslow Senior, Constant Southworth, John Tesdale &c., and they and their heirs, all the tract of upland and meadow lying on the easterly side of Taunton river, beginning or bounded toward the south with the river called the Falls or Quequechand, and so

extending itself northerly until it comes to a little brook, called by the English by the name of Stacey's Creek; which brook issues out of the woods, into the marsh or bay of Assonate close by the narrowing of Assonate Neck, and from a marked tree, near the said brook at the head of the marsh, to extend itself into the woods on a north easterly point four miles, and from the head of said four miles on a straight line southerly until it meet with the head of the four mile line at Quequechand, or the Falls aforesaid, including all meadow, necks or islands lying and being between Assonate Neck and the Falls aforesaid, (except the land that Tabatacason hath in present use) and the meadow upon Assonate Neck, on the south side of the said neck, and all the meadow on the westerly side of Taunton River from Taunton bounds round until it come to the head of Weypoyset river, in all creeks, coves, rivers, and inland meadow not lying above four miles from the flowing of the tide in, and for the consideration of twenty coats, two rugs, two iron pots, two kettles and one little kettle, eight pair of shoes, six pair of stockings, one dozen hoes, one dozen of hatchets, two yards of broadcloth and a debt satisfied to John Barnes which was due from Wamsitta, unto John Barnes before the 24th of December 1657, all being unto us in hand paid, wherewith we, the said Ossamequin, Wamsitta Tattapanum, are fully satisfied, contented and paid, and do by these presents exonerate, acquit, and discharge, (Here all the grantees are again named) they and either of them and each of the heirs and executors of them forever. Warranting the hereof from all persons from, by or under us, as laying any claim unto the premises from, by or under us, claiming any right or title thereunto, or unto any part or parcel thereof, the said (grantees) to have and to hold to them and their heirs forever, all the above upland and meadow as is before expressed, with all the appurtenances thereunto belonging from us, Ossamequin, Wamsitta and Tattapanum, and every of us, our heirs, and every of them forever, unto them, they, their heirs, executors, administrators and assigns forever, according to the tenure of East Greenwich, in free socage and not *in Capite* nor by knights' service. Also the said Ossamequin, Wamsitta and Tattapanum do covenant and grant that it may be lawful for the said (grantees) to enter the said deed in the court of Plymouth, or in any other court of record provided for in such case, in and for

the true performance whereof Ossamequin, Wamsitta and Tattapanum have hereunto set our hands and seals this 2nd day of April 1659.



WAMSITTA his x mark. A decorative seal consisting of a vertical column with a horizontal flourish at the top and bottom, enclosing the word "SEAL".

TATTAPANUM her x mark. A decorative seal consisting of a vertical column with a horizontal flourish at the top and bottom, enclosing the word "SEAL".

Signed sealed and delivered in presence of

THOMAS COOKE.

JONATHAN BRIGD.

JOHN SASSAMON.

Ossamequin (Massasoit) never signed the deed. He died about 1662.

It was acknowledged June 9, 1659, by Wamsitta (Wamsutta or Alexander) and the squaw Tattapanum (Nanumpum or Weetamoe) before Josiah Winslow and William Bradford, assistants.

Wamsutta died in 1662, and Weetamoe his wife was drowned in Taunton river in August, 1676.

Captain James Cudworth, Constant Southworth Josiah Winslow Sr. and John Tesdall were chosen a committee to view and divide the land into twenty-six parts, according to their judgement of quantity and quality, and to dispose of the same by lot, each owner binding himself to rest contented with the portion falling to him. It was also agreed that the owner of the lot in which should fall the land Tabadascon has in present use for the Indians that keep the Ferry, and which has been reserved by the grantors, should allow it until further agreement was made with the Indians; and as an Indian called Pianto had asked to have three or four acres on some plain to plant during his lifetime, the owner shall agree and the land shall return to him after Piantos decease. Each lot was to run from the river to the extreme eastern bounds, and any one cut off from any portion of his lot by neck water or marsh was to be allowed free passage over the land of another.

In July 1682 the Court ordered that the inhabitants of the Freeman's land at the Fall River shall be a township having a constable and Grand Jury Man and henceforth be called Freetown.

A part of Tiverton, East Freetown, was annexed in 1747.

Fall River was set off February 26, 1803.

A part was annexed to Fairhaven June 15, 1815.

COLONEL THOMAS GILBERT'S LETTER TO GENERAL RUGGLES.

FREETOWN, April ye 5, 1775,

HONORABLE SIR:

I received your favor of the 31st of March. Nothing could animate the spirits of the friends to government to a greater height, than to have the approbation of the General. My son took a long boat and went to the man of war, and brought back a letter from Captain Wallis to the Admiral, which I send to your care by a poor man, which is the safest way that can be thought on at this critical time. I hear from Captain Wallis that he fears to venture up the river with his ship fearing there is not sufficient depth of water. A vessel of less force might answer the purpose. Except there be support by land or water there is reason to fear the friends of government will give out, for they are daily threatened with all kinds of punishments even with death itself. Last Monday the rebels mustered from Middleborough and Berkley and Swansea and Dighton and made up a hundred and forty in arms; marched by my house where was twenty five with the Kings' arms well loaded. I went out before my door told them they were a poor set of deluded rebels so they marched off without tearing down my house or killing me as the day before they swore they would do. I had the pleasure to see the Generals' letter to the Justices. I expect but little assistance from those out of town but if the General sends troops here they shall have houses of my own sufficient for them. We are in high expectation of seeing the day of their arrival, when we may hope to sleep without fear. There has been no act of violence since my last, except the three men were at Boston last week on their return were pursued at or near Raynham bridge, by a number of men, some on horseback but they took the bush and made their escape. My son and others say I have a thousand curses every day, but don't say the Lord hath part, but thank God I neither love nor fear them. Pray give my compliments to all true friends. I am your obliged obedient and humble servant.

THOMAS GILBERT.

THE FIRST ACTUAL WAR MOVEMENT OF THE REVOLUTION.

On the 9th of April, 1775, ten days before the battle of Lexington, an expedition of minute men from the

other towns in the county, principally from Attleboro, was formed to march to Assonet Village, to seize arms and munitions collected there by Col. Thomas Gilbert, and capture him and three hundred other Royalists said to be harboring there. Col. John Daggett of Attleboro commanded the expedition, which numbered upwards of two thousand men. Capt. Charles Strange, who then lived on the present town farm, saw the troops as they passed his house in the night. Col. Gilbert on learning of the approach of the expedition took what he could of the munitions and with some of his followers went on board one of the English men-of-war at Newport.

Col. Daggett, after seizing the arms and ammunition left behind by the fleeing Tories, sent out scouting parties and without bloodshed, twenty-nine men who had signed enlistments in the colonel's company to join the King's troops were taken prisoners. "At Taunton in the afternoon the prisoners were separately examined, eighteen of whom made such humble acknowledgements of their past bad conduct, and solemn promises to behave better for the future, they were dismissed; but the other eleven, being obstinate and insulting, a party were ordered to carry them to Simsbury Mines, but they were sufficiently humbled before they had got fourteen miles on their way thither, upon which they were brought back the next day, and after signing proper articles to behave better for the future, were escorted to Freetown."

The foregoing quotation is from a Boston letter that was published in the Essex Gazette of Salem, April 18, 1775.

THE BATTLE OF FREETOWN.

The Battle of Freetown was fought near the southern boundary of the town on Sunday, May 25, 1778. About one hundred and fifty English soldiers, under the command of Maj. Ayers, came up Mount Hope Bay in boats in the night and landed near where the Quequechan river empties into it. The English soldiers occupying the south

part of Rhode Island, and the English sailors from the ships hovering off our coast were constantly committing depredations and harassing the people living on the main land, destroying their property and often making prisoners of them. Col. Joseph Durfee, a brave and patriot citizen, who had already served as an officer in the American Army, and who had taken an active part in the battle of White Plains, had returned home. Finding his fellow citizens in dire distress and exposed to the depredations of the enemy, he obtained from Gen. Sullivan at Providence permission to raise a guard for their protection. He established a guard house on the shore near what is now the foot of Central St., Fall River. Before daylight on the date above mentioned, Samuel Reed, the sentinel, discovered a boat stealthily approaching the shore. His challenge not being answered, he fired his musket. The guard thus alarmed formed behind a stone wall and gave battle. The enemy, having a cannon opened with grape shot. Col. Durfee with his men retired slowly up the hill until they reached a bridge that crossed the stream near where the city hall of Fall River now stands. Here he made a determined stand, and so valiantly was he supported by the loyal volunteers of old Freetown and Tiverton, who had rallied around him, that the enemy soon sounded the retreat. They took away their wounded but left one dead and one dying soldier on the field. When the enemy landed they burned a new house, a saw-mill and a grist-mill that belonged to Thomas Borden. On their retreat they set fire to the house and other buildings of Richard Borden, an aged man, and took him away prisoner. Col. Durfee followed closely with his men, who kept up an annoying musketry fire upon the retreating troops. He also saved the latter burning buildings from destruction. One English soldier was killed after they had taken to their boats. Hoping to stop the firing by our men they ordered Mr. Borden to stand up in the boat, where he could be recognized. This he refused to do, and threw himself flat on

the bottom of the boat. When questioned he positively refused to give any information to the enemy. After a few days they released him on parole. The two English soldiers that were killed were buried at mid-day near where they fell. Our brave band of patriots suffered no loss. Twenty-five years later that part of Freetown where the battle was fought was incorporated as the town of Fall River. Col. Joseph Durfee at one time owned and lived in the house on Water street, Assonet Village, now occupied by Mrs. Daniel Johnson. He was the grandfather of our late honored fellow citizen, John Durfee Wilson.

BRISTOL COUNTY.

Bristol County, established in 1685 when Plymouth Colony was divided into three counties, now contains about six hundred square miles of territory. Originally it also embraced the towns of Tiverton, Little Compton, Bristol, Warren, Barrington and Cumberland, R. I. Bristol was made the county town much to the displeasure of Taunton. It was in 1746 that the above mentioned towns were made a part of the state of Rhode Island. The county kept its original name and Taunton was made the county or shire town. In 1828, after much controversy over the matter, New Bedford was made a half-shire town. At one stage of this controversy there was a fair prospect that Freetown might be made the shire town as a compromise. In 1877 the justices of the superior court were authorized by statute to adjourn any of the terms of that court to Fall River, where a court house and jail have since been built, and a Registry of Deeds established. There are now three cities and seventeen towns in the county, only five of which, Taunton, Rehoboth, Dartmouth, Swansea and Freetown were in existence when the county was formed. Norton, Mansfield, Dighton, Berkley, Raynham and Easton were formerly a part of Taunton; Attleboro, North Attleboro and Seekonk a part of Rehoboth; New Bedford, Acushnet, Fairhaven and Westport a part of Dartmouth. Somerset

was set off from Swansea, and Fall River from Freetown. The population of the county by the census of 1900 was 252,029, a gain of 33,000 since the census of 1895.

The first settlement in the county was within the limits of Taunton. Bog iron ore is found in several localities notably in Freetown, where it was once extensively dug and worked.

The territory embraced in the county was formerly largely occupied by the Wampanoag, Pocasset and Nemaskeet Indians, who were ruled over by Massasoit who died in 1661, leaving two sons, Alexander or Wamsutta who died in 1662, and Philip or Metacomet who died in 1676.

POPULATION OF FREETOWN.

The population of Freetown in the year 1765 was 1492; in 1776, 1901; in 1790, 2202; in 1800, 2535; in 1810, 1878;—Fall River was set off from Freetown in 1803—in 1820, 1863;—A part of Freetown was annexed to Fairhaven in 1815—in 1830, 1909; in 1840, 1772; in 1850, 1615; in 1860, 1521; in 1870, 1372; in 1880, 1329; in 1890, 1417; and in 1900, 1394.

It will be noted that there was a steady increase in population in the territory now called Freetown up to and including the census of 1830. Undoubtedly the decline in population in the town commenced with the advent of railroads in the county, or about the year 1835, as they at once diverted the freight traffic from the smaller rivers, and the towns located on them, to such places as had conveniences for reshipping by rail.

VALUATION OF FREETOWN, 1831.

Polls 363, dwellings 220, barns 158, shops 30, tan houses 4, warehouses 2, saw mills 9, gristmills 8, carding mills 1, fulling mills 1, other mills 1, iron works and furnaces 5, other buildings 19, tonnage 854, superficial feet of wharf land 26,720, acres of tillage land 604, mowing land 971, fresh meadow 207, salt marsh 90, pasturage 2303,

woodland unenclosed 1706, unimproved land 8343, unimprovable land 752, land in roads 270, land under water 81 acres.

Horses 94, mules 5, oxen 214, cows 315, steers and heifers 333, sheep 985, swine 242.

Bushels of corn raised 5547, rye 885, oats 218, barley 50, tons English hay cut 589, fresh hay 135, salt hay 87½.

Stock in trade \$14,705. Money at interest \$20,199. Money on hand and on draft \$2842.

Bank stock \$21,300. Total valuation \$302,675.

VALUATION OF FREETOWN, 1861.

Polls 372, dwellings 287, barns 213, shops 9, tan houses 1, warehouses 16, saw mills 3, gristmills 4, other mills 4, cotton factories 1, spindles 150, woolen factories 1, cards 2, bleacheries 1, tool factories 2, small arms factories 1, nail and tool machines 20, other works and buildings 142, tonnage 464. Acres of tillage land 560, orchards 205, mowing land 1092, woodland 12,276, land under water 124. Tons of hay cut 848, cords of wood cut 1014.

Number of horses 147, oxen 26, cows 314, steers and heifers 176, sheep 355, swine 292.

Stock in trade \$11,350. Money at interest \$69,384. Money on hand and on draft \$21,214.

Bank, railroad and insurance stocks \$85,141.

Value of real estate \$473,049. Value of personal estate \$351,102. Total valuation \$824,151.

Amount raised, including highway tax, \$6066.19. Rate of tax \$6.50 on \$1000.

Tax on polls, highway 58 cents and in money \$1.50.

Total number of acres of land taxed 20,482. Acres of land in the town, by special survey, 24,975.

VALUATION OF FREETOWN, 1902.

Polls 365, dwellings 385, grist mills 1, bleacheries 1, small arms manufactories 1, other buildings —, tonnage none. Acres of land taxed 21,571. Horses 275, cows 228,

oxen 20, steers and heifers 60, sheep 25, swine 63, fowl 2235. Real estate \$693,670, personal estate \$114,535, total valuation \$808,205, amount raised \$10,970, rate of tax \$12.70 on \$1000, poll tax \$2. Miles of highway in the town 67, dogs licensed 125, births 33, marriages 8, deaths 19.

FROM THE TOWN RECORDS.

Job Winslow's yeare marks for his creatures is a hole in the right yeare and a slot in the left yeare.

At a legal town meeting at the public meeting house July the 7, 1777, the town of Freetown voted to set up a salt works at or near Boomer's Cedars. Stephen Borden, Jonathan Read and Benjamin Davis being appointed a committee to carry on the said works.

July 22, 1780. Salt works sold at auction for one year to Joseph Winslow for 10 Bu. salt to be paid in the fall.

NOTE.—Boomer's Cedars were near the present location of the Mechanics Mills, Fall River.

EAST FREETOWN.

East or New Freetown, formerly a part of Tiverton, was annexed to West or old Freetown in 1747. The easterly line of the freemen's purchase was the line that divided old Freetown on the east from that part of Tiverton. For a time two tax books were kept by the assessors. One for "New Freetown not including the District of Slab Bridge," and one for "Old Freetown including the District of Slab Bridge."

East Freetown on account of its balmy atmosphere, shady drives and beautiful ponds, which afford excellent boating, bathing and fishing, is fast becoming a popular summer resort. The visitors come from New Bedford, Taunton, Boston, Providence, New York and other places. The local settlements are Pleasantville, Beach Bluff, Round Hill, Cleveland Park and Morton Park.

EARLY TRANSPORTATION.

The state house at Boston and the Congregational Church at Assonet, are both on the same meridian, Boston

Y. Read

of slaves has been made of very small
numbers as several complaints have been made within the colony of two towns which Indians
stranger Indian which hunt within the Colony of two towns without leave.
belonged to other towns which Indians Complain hunting in many
ways this inhabitants of Freetown for the most considerably hunting in Indians in holding in any
within our town do therefor agree that no
other town shall hunt within our town without paying the sum of five
shillings & six pence so he has payed said sum his shall have ticket
which hunt there without any molestation from any of the inhabitants
and when he is questioned shall produce his ticket under God witness
and if he is chosen to be his reward of the above sum and is
called before or before to give evidence of his ticket
and it is further agreed upon that if any Indian or Indians shall
pretend to hunt not with standing the same other any of the inhabitants
may lay hold and secure his gun and drop it in his custody
until he has been with the collector and has agreed with him
and transact business with him to deliver it to him and the
Indian shall pay him what ever sum the gun through shilling
for his trouble and then have his gun again and not before

This agreement was noted in town meeting in Freetown
the 2d day of September 1701

FAC-SIMILE OF AN ENTRY IN THE FREETOWN RECORDS
THE HAND-WRITING OF JOHN READ, JR., TOWN CLERK.

being 40 miles due north of the village by post road, and 45 miles by railroad. Before the advent of railroads a four horse passenger and mail coach passed through the village having connections at Fall River and Taunton for other important points. Baggage wagons also ran between Newport and Boston once or twice a week. Rufus B. Kinsley, the founder of Kinsley's express, was the proprietor of both lines, and drove one of the coaches. There was also a stage coach line from New Bedford to Boston that passed through East Freetown. The stage left New Bedford every Tuesday morning, arriving at Taunton in the evening. The passenger fare was three pence (six cents) per mile.

LATER TRANSPORTATION.

The owners of the Fall River railroad, which was opened to Myricks in June 1845, and extended to South Braintree in 1846, desired to run along the east shore of the bay, and cross the river on a draw bridge near Bass Rock Point. The survey then ran up what is now Pleasant Street to Porters' pasture, thence out by the Tripp farm. This being objected to by the shipping interests, they proposed to strike the river near Lawtons' wharf run along its east bank, and cross Elm Street near Phillips' barn. A third survey crossed High Street near the pound, and Elm Street near the residence of George Clark. These locations also being strongly objected to, they declared they would get as far away from the village as possible. They did so, they went well up on the side of Break Neck Hill. The grade at the curve just south of the Assonet Station is said to be seventy feet higher than at the wharf station in Fall River, and to be the highest point above tide water between Fall River and Boston.

The opening of this railroad to Myricks gave Assonet Village a route to Boston and Providence via the New Bedford and Taunton railroad running through East Freetown, which was opened in 1840, the Taunton Branch rail-

road running from Taunton to Mansfield opened in 1836, and the Boston and Providence railroad opened in 1835. The extension of the Fall River railroad to South Braintree gave the village a second route to Boston, via Middleboro and Brockton, and the building of the road from Somerset Junction to South Braintree a third route, via Taunton and Randolph. There is little choice in these routes as regards distance. The railroad stations in the town are East Freetown, and Braleys on the New Bedford road, and Assonet and Crystal Spring on the Fall River road. The morning train to, and the evening train from Boston will stop at Terry's on signal. An electric railway from New Bedford to Middleboro, passing through East Freetown was built in 1899. A franchise has been granted for an electric road from Fall River to Taunton, via Assonet and Berkley.

RAILROAD ACCIDENTS.

Soon after the opening of the Fall River railroad a freight train ran off the north end of the turn out at the Assonet station, ditching the locomotive and several freight cars. No one was injured.

On account of a washout at the time of the freshet in 1886 a train of empty coal cars plunged into Hopping Paul Brook, killing the fireman.

Before daylight October 26, 1860, the two rear passenger cars of the steamboat train from Fall River to Boston, which was running very fast at the time, left the rails at the Forge crossing and were dragged over the sleepers some distance, when the rear car struck a wood pile and was thrown on its side. In this position it was dragged about thirty rods further. This car contained thirty-five passengers. None of the passengers were killed, but several were severely injured, including a seven years' old child and a Mrs. Drinkwater, who had her left arm wrenched off at the shoulder, and her right arm dislocated. The late Gov. John A. Andrew was a passenger on the train, he having been to Fall River to speak at a

political meeting the night before. The cause of the accident was the breaking of a rail that spanned a small culvert at the Forge crossing.

There was a smash-up of freight trains on the New Bedford railroad between East Freetown and Braleys stations, about the year 1886. No one was injured.

GOOD ROADS.

At the annual town meeting in March, 1902, an appropriation was made and a committee chosen to purchase a stone crusher, with a view of improving the condition of the roads in the town.

The State Highway Commission allotted five thousand dollars of the state's appropriation, for the building of a state road in East Freetown, from the New Bedford to the Lakeville lines, on the county road, a distance of three and one-third miles. The stone crusher after its purchase was located there, and during the season about one mile of the road was built. For the season of 1903, the State Highway Commission has allotted \$6500 for the continuation of this work.

At the annual town meeting in March, 1903, \$1000 of the town's appropriation of \$2500 for highways, was allotted for the building of a macadam road from the East Freetown road station towards the county road provided, however, that the citizens of East Freetown raise \$500 by subscription for the same purpose.

THE OLD CORNER STORE.

It was in 1810 that two young men from Middleboro, having travelled through south-eastern Massachusetts, with a view of finding a promising location for business, decided that Assonet Village seemed to have far better prospects than any other place in Bristol County; so Earl Sampson and John Hinds opened a store on the southwest corner of Main and Water streets. This firm was dissolved the next year by the death of Mr. Hinds.

Capt. John Nichols was then taken into partnership by Mr. Sampson, and the firm of Sampson & Nichols became a noted one, and did a lucrative business for many years; people coming to it from all the surrounding towns for their supplies. About 1820 the old store building was removed and the present one erected. This firm was succeeded by Capt. Sylvanus S. Payne, who in turn was succeeded by his son-in-law, John W. Peabody. In 1869 Mr. Peabody moved into a new building he had erected on the opposite side of Main street, and the old store was converted into a tack factory by the Star Tack Co. After a few years it was re-opened as a grocery store by E. E. & J. H. Winslow. This firm was succeeded by James H. Winslow, who at the present time has a meat market in connection with his grocery and grain departments. The office of Dr. Thomas G. Nichols and also the town library were once located in a room over the grocery store, entrance to the same being by an outside flight of stairs on the north end of the building. This room had previously been used as a law office. William Strobridge was a part owner of the building and he occupied the south end of it at one time as a store. Since his occupancy this end of the building has been used for various purposes, at one time as a harness shop, at another time as a barber's shop. For several years it was used as a school room for the Water street district school. Town meetings were at one time held in it. The firm of N. R. Davis & Co. at one time used it in connection with the upper floor of the building as a gun manufactory. The basement at the south end of the building was for many years used as a tenement.

PASTIMES.

On Fast and Thanksgiving days "in ye olden time" many of the young people of the village repaired to the top of Joshua's Mountain. Here they could gaze on the blue hills of Milton, and chisel their names in granite. Old style base ball was also played on these holidays in Nichols' pasture.

Cherry parties to Steep Brook, both by land and water, were much in vogue fifty and more years ago. The very sweet black cherry, of medium size that they sought did not thrive north of the Stephen Barnaby farm, or south of Bowenville. They either picked the cherries on a half lay, or paid a few cents per quart for what they picked. This species of cherry is now almost extinct.

Berry parties to the Narrows afforded both pleasure and profit. Capt. Welcome Hathaway with the fine sail boats



NATHANIEL PORTER

(See Page 194.)

Born at Plymouth, Mass., June 3, 1805

Died at East Bridgewater, Mass., April 26, 1880.

that he built himself, and later his son Don Carlos Hawes Hathaway were ever ready to accommodate these parties. Black huckleberries grew in large quantities on both sides of the river at the Narrows. The pickers always returned with well filled baskets unless they had spent too much time along the shore, or at Babbitt's bowling alley. Some sold their surplus berries to James M. Phillips, who sent them to the Boston market, others dried them for winter use.

THE MUSTER GROUND.

What is now the town Cemetery was formerly known as the Muster Ground. Here seventy or more years ago all the military companies in this vicinity had to assemble annually for election of officers, drill and such other duties as might be required of them. Delinquents were often brought into camp under guard, and required to perform military duty. The popular ration was muster cake and cider. The muster cake was a kind of gingerbread baked in loaves about six by eight inches in dimensions and scored across the top three or four times both ways. Many relics of the Assonet Light Infantry that formerly mustered here are in existence today, notably the sword of Capt. Nathan T. Strange, the last commanding officer of the company. Tradition says that there were "hot times in the old town" muster days.

THE FIRE DEPARTMENT.

The Water Witch Engine Company, Elbridge M. Martin, Foreman, flourished in the middle of the last century, resplendent at times in red shirts, black pantaloons and shiny hats and belts. When out for practice the boys backed their "tub" into the stream at the Elm Street bridge and filled her from leather fire buckets of which two or three hung from the machine. After fastening on the two covers they would drag her up to the Congregational Church yard, the self-acting bell in the mean time tinkling merrily, much to the delight of the village urchins. If she was half full on arrival at the church yard, they would "shake her up" in an attempt to put water over the church spire, the Foreman all the while shouting "Meet the brakes!", "Meet 'em good, boys!", and doing his best to inspire the men with his unbounded enthusiasm. They could throw water over the spire all right if the circumstances were favorable.

On one occasion, the machine being loaded, Mr. Apollos Pierce came along driving an ox team. He stopped his

team, smoothed his braided leather whip lash down beside its oaken handle, assumed a position of calm expectancy, and in the vernacular of his kind drawled out, "Now I want to see that air thing work." The Foreman trumpeted the command "Play away!" The Hoseman clapped his hand over the nozzle, held back the sputtering, spattering water just a second, and then turned the hose squarely upon Mr. Pierce and drenched him from head to foot.

The machine itself was a veritable freak. The pump was worked by two horizontal brake bars, pivoted to the top of the box, and having a handled outrigger attached to each of the four ends. It took twelve persons to man the brakes, one on the ends of each bar, and two on each outrigger. In action she was a sort of push and pull affair. It is a matter of regret that the machine was sent to the Town Farm for storage, where it was allowed to decay. As a curiosity at World's Fairs it would easily have divided the honors with the original locomotive engine.

But the Water Witch has something to her credit. She extinguished a fire that had made considerable headway in the upper story of Ephraim Atwood's grocery store that stood about six feet northeast of the dwelling house now owned by Ralph H. Francis, and that was flanked on the other side by a barn. Undoubtedly she saved these three buildings from destruction.

Atwood's store was for years the Democratic headquarters for the town. Here crackers and cheese were dispensed town meeting days to the faithful who had journeyed from the far east. Town meetings were then held in a store room in the house that stands near the Elm Street Bridge. Later they were held in a room in the south end of the building now occupied by James H. Winslow as a grocery store. Still later the town meetings were held in the building on the south side of Water Street that had formerly been the store of Capt. Allen Payne. The move from this building was into the present Town Hall, built in 1888, Charles C. Marble of Fall River architect and

builder. The building formerly occupied by Mr. Atwood was moved to the east side of Pleasant Street, converted into a dwelling house, and is now owned by George B. Cudworth.

The Water Witch engine and the never to be forgotten, if you ever saw it once, town hearse, that was for many years in charge of Joshua Shove, as undertaker, and which for unique build was a fit companion for the engine, were stored in a small building that stood just south of the present location of the public library, and known as the hearse house.

As a result of the fire of October 5, 1886, that destroyed the houses occupied by Joseph H. Clark and Henry M. Chace, and damaged the South Church; and the burning of the barn of John D. Wilson that was struck by lightning some months later, the following article was inserted in the warrant calling a special town meeting August 20, 1887: Article VII.—“To hear a report of the selectmen in regard to the cost of Fire Extinguishing Apparatus and to take such action in regard to the purchase of the same as the town may deem advisable.”

The action taken on the above article was to accept the report of the selectmen in regard to the fire apparatus, to appropriate the sum of eight hundred dollars for said apparatus, and to appoint a committee of three to procure the fire apparatus and to have charge of the same. The committee appointed Benjamin F. Aiken, George B. Cudworth and James A. Manchester, purchased the engine Narragansett of the town of Warren, R. I. The engine was built by L. Button & Co., Waterford, N. Y., and at the present time is in good condition. A hook and ladder truck was purchased of the town of Franklin, Mass. A hose reel and eight hundred feet of hose were also purchased. Ample provision was made for storing the apparatus in the town hall when it was built. The present fire department (1903) consists of a board of engineers or-

ganized under the state law: Ralph H. Francis, Chief Engineer, Levi M. Hathaway, Andrew B. Pierce and Eugene A. Herbert, Assistant Engineers.

Early on the morning of August 13, 1890, fire was discovered at the gun shop on Water Street, Assonet Village. It had started on the outside of the ell, near the ground. By hard work on the part of a few individuals it was held in check until the arrival of the fire engine, and although it had by that time reached the roof of the building it was quickly extinguished after the engine was brought into action.

Among the buildings that have been burned at Assonet Village and vicinity within about sixty years are the dwellings owned or once occupied by Tisdale Briggs, John S. Thomas, James Hyland, Bradford Clark, Ambrose W. Hathaway, John H. Campfield, with barn, James Winslow, James W. E. Clark, William Richardson, Solomon Cummings, Bailey Brightman, Hiram Brightman, Joseph H. Clark, Henry M. Chace, Philip T. Evans, with barn, Seth Howland, Apollos Pierce, with two barns, Arthur Demoranneville, George Sisson and Ebenezer Briggs; the barns of Williams Winslow, Elnathan Hathaway, George Cummings, William Copeland, Philip E. Tripp and John D. Wilson; Henry Porter's nail factory, John Crane's two nail factories, William Thorp's waste mill, the old furnace building, the freight house at Assonet Station, Crystal Spring Station, an unoccupied building of Ambrose Dean, and the gun shop of N. R. Davis & Co., in 1864.

THE ASSONET FAIRS.

In 1867 Dr. Nathan Durfee, of Fall River, presented to the Congregational Society of Freetown the beautiful pipe organ that was at that time standing in the old Music Hall, Fall River. To make room for the organ, and also for the choir which formerly had been located in the gallery at the east end of the church, the building was ex-

tended westward twenty feet. A much needed vestry and a kitchen were at the same time provided for in the basement.

The Hon. Amos A. Barstow, of Providence, R. I., kindly presented the society with a furnace for heating the building. The monster turtle back stove, with a big crack in its side, and its scores of feet of stove pipe, suspended with long wires, which ran over the center aisle and up through the high ceiling, was removed from the double pew, near the door, it had so long occupied, and in which the Sabbath school boys so delighted to sit cold winter days, often to the annoyance of Deacon Benjamin Burt, who, for many years, took the care of the old stove.

During the year an association was organized whose object was to raise funds for the erection of a parsonage, and to assist in paying the expenses of the society. At a meeting of this association Dr. Thomas G. Nichols of Assonet, John M. Deane and George T. Hathaway of Fall River were chosen a committee with full power in the matter. Friends of the society subscribed \$2275, and the above committee inaugurated a series of entertainments that proved both enjoyable and profitable. There being no public hall in the village a temporary floor was laid over the pews of the church and on March 3, 4 and 5, 1868, a fair and entertainment was given. At this fair the organ was played for the first time in public at its new location. Professor Whiting of Boston presided at the organ the first evening. The Fall River Chorus Society, 20 voices, Lyman W. Deane, director and organist, entertained the company the second evening. On the third evening Professor Gleazen of Providence, R. I., presided at the organ, and there was vocal music by local artists. There was a special train from Fall River the second evening. The net proceeds of this fair were one thousand dollars.

The Oratorio of Esther that had been given with pleasing success in Fall River under the direction of Charles H. Robbins, was repeated in the Congregational

Church at Assonet, April 2, 1868. The net proceeds of this entertainment were one hundred dollars.

August 20, 1868, the society gave a clambake at Tispaquin grove. A special train brought a large number of friends from Fall River. The Mechanics Band of Fall River furnished music for the occasion. A heavy downpour of rain commenced while those at the second tables were eating. The gross receipts were \$599.68 and the net proceeds of the bake were \$335.77.

February 22, 23 and 24, 1870 a floor was again laid over the pews and a fair held in the church. The choir assisted by friends gave a concert the first evening, Benjamin A. Eddy, organist. The Fall River Glee Club, Lyman W. Deane, director and organist entertained the company the second evening, and L. Soule of Taunton director and organist, assisted by George Bridgham, of Taunton, and others furnished the entertainment the third evening. A special train was run from Fall River the second evening. Much enthusiasm and merriment was produced by the voting, at ten cents per vote, of different articles to persons in the audience. In these friendly contests an afghan brought \$66.50, a bed quilt \$23.90, and a clothes wringer \$26. The total receipts from the voting contests were \$271. The door receipts were \$177, the gross receipts \$1095.50, and the net proceeds of the fair \$611.31.

The fair of 1871 was held in the church February 28, and March 1, 2 and 3. Lyman W. Deane and friends of Fall River furnished the vocal and instrumental music. There was a special train from Fall River two evenings. In the voting contests two breakfast jackets brought \$78.40, a sofa pillow \$41.20. A cradle, that was disposed of four times before it went to a young man that decided to keep it \$51.23. A saw and saw horse \$40.34 and a blacking brush \$27.35. The receipts from the voting were \$250.30. The door receipts were \$218, the gross receipts \$1243.76 and the net receipts \$629.33.

The next fair was held in the church February 20, 21, 22 and 23, 1872. The programme for the first evening was vocal music by Mr. Warren, George Crane and Miss Munroe of Taunton, and Miss Deane, of Somerset, Miss Ida Burt, of Taunton, pianist. Their selections were of a high order and were well rendered. The band from the Perkins Institution for the Blind, of Boston, furnished the music for the second evening. There was a concert the third evening under the direction of Lyman W. Deane, of Fall River. The solos of Charles H. Ryder, John W. Pritchard and Velona W. Haughwout, of Fall River, and George Bridgman, of Taunton called forth rounds of applause.

The voting was decidedly interesting and amusing. A sofa pillow was voted to Mrs. Lyman W. Deane, of Fall River. A fancy chair the embroidery of which was the work of Mrs. John M. Deane went for \$156.40 netting the society \$105.70. Mrs. Col. Frank Allen, of Providence, R. I., received 1080 out of 1564 votes cast and was declared the winner. The laziest man in the audience, being called for to exercise with the buck-saw on a good sized hickory log, several candidates were brought out. After a spirited contest in which 630 votes were cast, a well known and jovial young man from Fall River was declared "it." This young man had attended the whole series of Assonet Fairs, and he quickly sized up the crowd that unsolicited by him, was running his campaign, while he was spending his money and doing his best to elect some other fellow. He had decided in his own mind not to put himself, for that evening at least, in the hands of his friends. With no malice and aforethought he placed himself between "the gang" and the outer door. After the polls were closed scouting parties sent in different directions failed to find him. The doorkeeper averred that "he did not speak as he passed by," and that he disdainfully refused a return check proffered him.

It cost the same enthusiastic company \$51.60 to place a bottle of soothing syrup where they thought it would do the most good, or at least, where it would make the most sport for them.

Special trains were run from Fall River the first and third evenings of the fair. About 900 were present the third evening, 400 of them coming from Fall River. The crush at the church was so great that many of the village people retired in order to make room for the visitors from abroad. The door receipts were \$225, showing that there were 2250 paid admissions. The receipts from the voting amounted to \$370.30. The gross receipts were \$1419.09 and the net receipts \$777.61.

The last fair inaugurated by this committee was held in the church March 4, 5, 6 and 7, 1873. An Old Folks Concert, Lyman W. Deane, Director and Organist, was given the second evening of the fair, and George Bridgeman of Taunton also entertained the audience with his inimitable character songs. The entertainment the third evening was by W. H. Hunt of Boston, humorist, and T. P. Ryder, pianist. Over six hundred round trip tickets were sold on the special trains that were run from Fall River the second and third evenings of the fair. There were over seven hundred present the second evening, five car loads coming on the special train, and many in the eighty teams that were counted in the village that evening. The door receipts were \$234, showing a sale of 2340 admission tickets. The receipts from voting were \$111, the gross receipts \$1121.32 and the net receipts \$454.51. A turkey supper was served in the vestry at all these fairs, using on the average 300 pounds of turkey.

The other principal features of these fairs were the confectionery, ice cream, cake, lemonade, flower and fancy tables, coat room, art gallery, supper room and the auction the last evenings of the fairs, when no especial entertainment was provided.

At the fair of 1872 the Washington Read and the Daniel McGowan tables each netted fifty dollars. There was also a Read table at the fair of 1873. A four page paper was also published in connection with the clambake and two or three of the fairs. The paper published in connection with fair of 1868 netted \$200, and that of 1870 \$157. By this series of entertainments the society was benefitted to the amount of \$3908.53.

Just previous to 1868 the society had found it difficult to raise \$300 per year to pay the minister, but for several ensuing years found no difficulty in paying \$1300, annual expenses. In the work required of this committee Dr. Nichols attended more especially to the village end of affairs, Mr. Hathaway paid particular attention to Fall River, and Mr. Deane conducted affairs during the entertainments taking especial charge of the voting.

At the close of the fair of 1873 this committee that during the five years of its existence had worked in perfect harmony within itself; that had planned and carried out so successfully this series of entertainments, and that had worked the enthusiasm of the friends of the society up to such a pleasing and liberal pitch, declined to serve any longer, and the society has not held a real fair since that time.

The last report of the treasurer of the Association, before mentioned was made in October 1874. There was then no cash balance left on hand and presumably the organization went out of business at that time.

The parsonage had not materialized. Some years later there was talk of building a chapel, but there being a difference of opinion as to whether it should be a chapel or parsonage that should be built, the matter was dropped.

In August 1891 the church extended a call to the Rev. Leonard Woolsey Bacon, D. D., of Norwich, Conn. The call was accepted by Dr. Bacon who is a hard worker not only in the spiritual but also in the temporal field. Since that time the church building, that was so badly out of re-

pair, that it was pronounced dangerous to ring the bell in the steeple, has been very thoroughly repaired and painted; the organ that had been somewhat neglected put in proper condition, and the heating apparatus improved. All this at an outlay of about \$1600.

The heirs of Mrs. Hannah G. Payson, of Boston, who in her life time was a staunch and liberal friend of the society, owned the Earl Sampson place on North Main Street, which had been rented several years as a parsonage. They offered to sell it to the society at a very favorable price. The offer was accepted, and the society has since its purchase repaired and improved the house at an expense of about \$500.

It is safe to say that as regards temporal matters the society never before was in as good condition as it finds itself today.

THE GOLD FEVER.

Soon after the discovery of gold in California in 1849 nearly seventy of our citizens, mostly young men, went there in search of the precious metal. Not all found and retained it in liberal quantities. This rapid emigration to California was a striking feature of the times. 58 ships, 37 barks, 41 brigs and 15 schooners, or 151 vessels in all cleared from the port of Boston, for California in one year following the discovery of gold in that state. Thousands who left their homes with high expectations of sudden wealth soon learned that "all is not gold that glitters," and that "most that is good is not gold." The town has never fully recovered from the disheartening effect of this sudden and severe drain upon its young manhood. The following is Freetown's list of '49ers:

Tracey Allen, Ephraim Anthony, Edmund Anthony, Levi N. Baker, Stephen B. Barnaby, Daniel Bennett, Samuel R. Bragg, Lorenzo D. Braley, Albert Briggs, Benjamin Burt, Jr., Peter Carnoe, George Chace, Thomas Evans, Thomas Evans, Jr., James Gardner, Benjamin M. Grinnell, John Grinnell, Edwin Harris, Barnaby W. Hath-

away, Benjamin Hathaway, Charles W. Hathaway, Edmund D. Hathaway, Edmund V. Hathaway, Elias Hathaway, Gideon P. Hatheway, Guilford Hathaway, John Hathaway, Valentine Hathaway, Ebenezer Jones, Lorenzo D. Lawton, Paul Lawrence, Arad T. Leach, Charles Meseears, Eleazer Nichols, John Nichols, George Payne, Rev. John Perry, Luther Pickens, Galen Pierce, Philip Pierce, Thomas W. Pierce, Edward Pratt, Elisha L. Pratt, John V. Pratt, Benjamin Porter, Bradford G. Porter, Frederic Porter, Henry Porter, Robert Porter, Joseph Robinson, Samuel Robinson, William Robinson, Joseph Rounseville, Walter S. Rounseville, Nathan Spooner, Gilbert Staples, William B. Staples, James Taber, John Tew, William Williams, Albert Winslow, Henry Winslow, Benjamin T. Winslow.

THE TEMPERANCE SOCIETIES.

The writer has been asked to give an account of the temperance movement in Freetown. He acknowledges at once his inability to give more than an outline of the different temperance societies that have from time to time existed in the town for the support and furtherance of this most worthy cause.

In its early days Freetown was no exception to the general rule, and New England rum with other spirituous liquors were staple articles of commerce with all its merchants.

The great temperance wave that was started in Baltimore, by six reformed drunkards, came sweeping over the northern section of the country, and Bristol county, Freetown included, became deeply interested in the movement. Soon after the temperance agitation commenced in Assonet three of its traders resolved among themselves that they would no longer keep intoxicants for sale. They spilled what stock they had on hand into the gutter, and ever after faithfully kept the pledge they had made with each other. Williams Winslow, who kept the Assonet Hotel, was one of the pioneer temperance men of the

county. As early as 1835 he stopped selling ardent spirits at his hotel. For this he was more or less persecuted. One night several augur holes were bored into his sign post. In the first week of October, 1835, at a meeting held in the Congregational church, Assonet Village, the Assonet Temperance Society was organized, a constitution and by-laws adopted and the following officers elected: W. H. Eddy, President; A. B. Crane, Secretary and Joseph Staples, Treasurer.

The records of the society show that up to and including the meeting of June 7, 1841, about one hundred and fifty persons, male and female, had signed the pledge and become members of the organization. There is nothing to show just when this society was disbanded, but there is no doubt that it was in existence some years after the above date. There is convincing proof in the records that there were several earnest, consistent and fearless advocates of the temperance cause connected with this society. The caustic resolutions, that they from time to time introduced and advocated, tended at least to make some of the meetings of the society quite exciting, and to demonstrate just how far some temperance advocates were willing to go in furtherance of the temperance cause when it came to choosing between it and personal or political interests. From the start reported violations of their pledge by members of the society gave numerous special investigating committees much work to do, and caused more or less friction in the society. Often these reports were started by enemies of the temperance movement, and were not only proved to be false but also quite malicious. Some members however humbly acknowledged their delinquency, expressed their regret and asked to be retained as members of the society, promising to do better in the future. Others unblushingly pleaded guilty and asked to have their names blotted from the pledge and from the roll of membership. It may be said that some of the latter continued the immoderate use of intoxicants

as long as they lived. In the winter of 1840 the society appointed several committees whose duty it was to hold temperance meeting in the different districts of the town including Ashley's, Braley's, Mason's and the Furnace districts. These meetings were continued during the winter of 1841 and perhaps later. In 1841 a special committee reported that there were at least six grog shops in the town. Three of the offenders who were located in the eastern part of the town were prosecuted by a committee appointed by the society for that purpose. Two convictions were obtained. The other offenders promised to stop selling liquor if not prosecuted for their past misdeeds.

In the winter of 1840 a Youths' Temperance Society was formed at Assonet with Lorenzo D. Lawton, President, and Simeon Burt, Secretary. This society was very active during the winter and spring, holding weekly meetings which were largely attended by both young and old. The two societies joined in celebrating the 4th of July, 1841, which proved to be a red-letter day for the temperance people of Assonet. Nathaniel Collier of Boston, a reformed inebriate, was the principal speaker. The first gathering was held in the North church which was filled from floor to galleries. At the close of this meeting the audience formed in procession and marched to music with temperance motto banners flying to a grove where more than three hundred persons partook of a bountiful collation provided by the ladies of the village. Henry L. Deane, a distinguished vocalist of Taunton, also took part in the exercises of the day.

Among the active members of the Assonet Temperance Society other than those already named may be mentioned: Thomas Andros, Jr., Augustus C. Barrows, John Burbank, Benjamin Burt, Benjamin Crane, Jr., William Carpenter, Allen Chace, Joseph Durfee, Jr., Elkanah Doggett, Alden Hathaway, Jr., Guilford H. Hathaway, Ambrose W. Hathaway, John T. Lawton, John Nichols, Curtis C. Nichols, Thomas G. Nichols, Peter Nichols, James

Phillips, Sylvanus S. Payne, John B. Pariss, Stetson Raymond, E. W. Robinson, James Taylor and Ephraim Winslow.

The East Freetown Washingtonian Temperance Society was organized at a meeting held at the Mason Meeting House, April 5, 1846. The following officers were elected: Charles Bierstadt, President; Tracey Allen, Vice President and Reuel Washburn, Secretary and Treasurer. The first work engaged in by this society was the prosecution of one of the parties that had previously been prosecuted for rum selling by a committee of the Assonet Temperance Society. He was finally forced out of the neighborhood. Pledge breakers and polities gave this society some trouble and by the records it seems to have expired December 6, 1847 on account of a lack of interest among its members. The following named members of this society are mentioned in its records: Tracey Allen, James Ashley, Charles Bierstadt, Horatio A. Braley, Fisher A. Cleveland, B. Cushman, Abisha H. Chace, Sylvanus Cole, John Duffie, Samuel F. Greene, Arad T. Leach, Andrew J. Morton, William A. Morton, Hezekiah Mason, Marcus M. Rounseville, John Spare, George L. Smith, John Townsend, Benjamin G. White, Reuel Washburn and Thomas Whitcomb.

The Assonet Division, No. 184, Sons of Temperance, was organized at Assonet Village May 24, 1860, with George D. Williams as Worthy Patriarch and Don C. H. Hathaway as Recording Scribe. This society had a membership of about forty and was in excellent condition at the time of the breaking out of the War of the Rebellion. Its meetings were often enlivened by visitors from divisions located in neighboring towns. Sixteen of its members enlisted in the army. This society also had its troubles with delinquents. It surrendered its charter January 16, 1864.

Star Lodge No. 77, Independent Order of Good Templars was instituted at Assonet Village Septemper 11, 1868,

with fifteen members. Thomas G. Nichols was the first Chief Templar, Hattie L. Briggs, Vice Templar and S. R. Briggs, Secretary. This lodge was removed to East Freetown about the year 1877, where its membership increased to ninety-five. It surrendered its charter May 10, 1880. Reuel Washburn was the last Chief Templar, Emma Keen, Vice Templar and Genie Braley, Secretary.

Pearl Division, No. 93, Sons of Temperance was organized at East Freetown July 5, 1889, with William A. Gurney, Worthy Patriarch and Granville S. Allen, Recording Scribe. Its charter was surrendered in November, 1892.

Bethel Division, No. 116, Sons of Temperance was organized at Assonet Village, February 8, 1894 with Rev. A. L. Bean Worthy Patriarch and Isabel R. Burrell, Recording Scribe. There were about forty signatures to the charter list, and at one time the society had about seventy-five members. This division surrendered its charter in December, 1897.

Each of these temperance societies contributed its share of good to the cause which it espoused. If they did not entirely stop the use of intoxicants as a beverage in the town, if they did not redeem every drunkard that lived within their jurisdiction, they surely helped to restrict such use of the former, and saved some of the latter from a drunkard's grave.

The temperance sentiment of the town today is far in advance of that of fifty years ago. Then drunken men were almost daily seen upon the streets, often disturbing the peace and quiet of the commonwealth by their loud and profane language, some of them at times endangering the life and limbs of our citizens by their cruel and reckless driving in our streets. These disturbances were sometimes intensified and prolonged by young men, who for sport harassed these unfortunate men in various ways, goading them at times almost to desperation. Such con-

duct on the part of either party would not be tolerated today. Let us be thankful for this great improvement in our citizenship and rejoice that the school children of the present day are not obliged to be witnesses of such drunken depravity in public places. Decidedly the world is growing better. Decidedly Freetown is better.

GENERAL NOTES.

The present Christian Church at Assonet was built in 1833. It originally had two front doors, each reached by a short flight of steps. There was a large window between them. A swell front pulpit was located between the two inner doors at the east end of the audience room, the pews faced it, to the east. The windows of ordinary sash and glass were of the full height and width of the present window frames, were furnished with outside blinds, and each including the large window in front had a fan shaped blind over its top. The blinds were painted green. The south side of the basement was left open and was used for storing wagons, farming implements, &c. until 1842, when it was closed in and fitted as a vestry, the only entrance being by a door on the south side. The speaker's desk was on the south side of the room. The floor was built on an incline. It had stationary board seats facing the desk. The political meetings of the earlier political campaigns were usually held in this vestry. In 1867 the floor of the audience room was raised several inches, the pews turned, and the pulpit removed to the west end. The windows were altered to their present form, a front door was made in the center, nearly level with the ground, and substituted for the two originally built, and an inside entrance cut from the vestibule into the vestry. Later the original pulpit was removed, a platform built across the west end of the auditorium and a portable pulpit substituted. In 1875 the vestry was refitted, the floor being made level, the desk placed on the

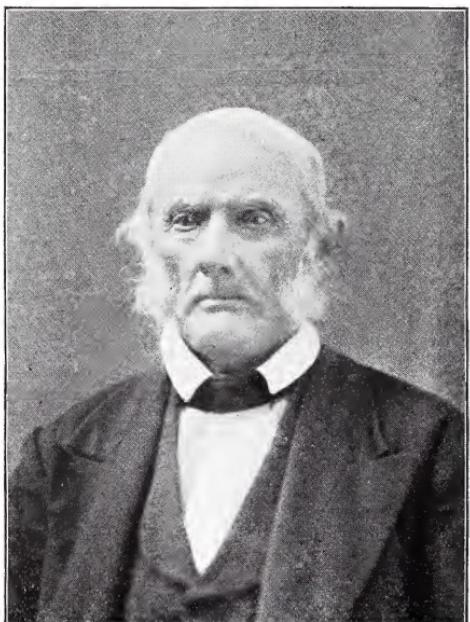
west side of the room, settees substituted for the stationary seats, and the outside entrance closed.

Furnace heat was substituted for that of stoves about 1860. The bell which weighs 600 pounds was presented to the society by Dr. Edmund V. Hathaway of San Francisco, California, a native of Assonet, in 1863. The hole that was burned through the roof of the church by the fire of 1886, and which caused considerable damage to the ceiling, was over the rafter that replaced the one broken by the fall of the steeple in the gale of 1868. At that time pieces of the steeple penetrated the ceiling and fell to the floor of the audience room, the main portion of the steeple however rolled off the roof and fell to the ground.

The society was not incorporated until 1868.

The REVEREND JOHN BURBANK was the son of Isaac and Mary Tisdale Burbank. All his life long he was

identified with the Christian Church in Assonet, which he joined during one of the revivals of religion that took place in the early ministry of Elder James Taylor. He soon after decided to become a minister, but unfortunately his health had never been robust, and he found himself unable to follow any regular course of study. Finally ordained as a Christian minister, he preached



REV. JOHN BURBANK.

occasionally throughout his life, supplying the pulpit from time to time in Assonet, East Freetown and Smith Mills; ill-health, however, always prevented him from accepting a pastorate. He was a zealous advocate of justice and morality, and warmly upheld the cause of temperance and that of anti-slavery. He was noble-minded and sincere, genial in conversation, often eloquent and impressive in the pulpit, a man who won general respect through his faithfulness to high ideals. He died in 1888 at the age of eighty-one years, and lies buried in the grave-yard opposite the Christian Church.

The Congregational Church at Assonet was built in 1808-9. Ebenezer Pierce of Middleboro, now Lakeville, was the master builder. A portion of the timber and boards were brought from Maine in the Sloop Unicorn, Ebenezer Pierce of Assonet, owner, James L. Valentine, master, and George C. Briggs, John Brown and Jack Shepard, crew. Benjamin Dean, Sr., carted the lumber from the wharf at Assonet to the building site. Circular seats with circular book racks in front of them were constructed for the choir at the east end of the gallery. Pews built crosswise of the gallery and modelled like those in the body of the house, with seats on each side, were constructed on the north and south sides of the gallery. A pew of the same model was also made over the top of each of the two stairways that lead from the vestibule to the gallery. These two pews were called the slave pews. They were removed when the gallery was remodelled in 1867. There was once a sounding board in the church. The original pulpit made on a raised platform, had a paneled front. It was removed when the alterations to the church were made in 1867. The clock in the steeple of the church was placed there in 1882. It was purchased from Amherst College, the money being raised by subscription. The Rev. George F. Walker who was mainly instrumental in securing

the clock, set it up,—making the three dials himself—and cared for it during his pastorate.

“The records of the Congregational Church of Christ gathered in Freetown, in the County of Bristol, and Province of the Massachusetts-Bay in New England, September ye 30th A. D. 1747,” is the way it is written on the title page of the record book kept by the Rev. Silas Brett. Before the Province of Massachusetts Bay was divided into counties in 1643, it had such divisions, but they were designated regiments, which at and before that date denoted an equal number of general and territorial divisions in the colony.

Freetown was the fifth town organized in Bristol County.

The bounds between Freetown and Tiverton were established June 17, 1700.

The easterly line of the Freemen’s purchase was the line that divided old Freetown on the east from Tiverton previous to 1747, when that part of Tiverton was annexed to Freetown and has since been known as New or East Freetown.

The three telegraph offices in the town are at the Assonet, Braleys and East Freetown railroad stations. The telephone pay station at Assonet is located in the public library building. East Freetown has private telephones but none for public use. The express offices are at the four railroad stations.

The enrolment of Freetown in 1863 was 205. When recruiting for the war of the rebellion was stopped Freetown had filled her quota and had a surplus of four men to her credit. Twenty of her citizens were commissioned in

the army or navy, ten of them serving in two or more organizations. Eight of them first served as enlisted men. In rank there was one brigadier-general, one colonel, one major, five captains and seven lieutenants in the army and two chief engineers with the rank of captain, one ensign and two acting ensigns in the navy.

Captain Levi Rounseville who marched from Freetown with his company of minute men April 19, 1775, was the father of the Rev. William Rounseville who represented the town of Freetown for ten successive years in the General Court at Boston, and great-grandfather of the Rev. William R. Alger, a noted author and divine. Lieutenant Nathaniel Morton of the same company was grandfather of Hon. Marcus Morton, formerly Governor of Massachusetts; and Private Peter Crapo was grandfather of Colonel Henry H. Crapo, formerly Governor of Michigan.

Hon. Marcus Morton was Collector of Customs at the port of Boston for four years. Hercules Cushman was Collector of Customs for the district of Dighton 1823-25. James M. Morton was postmaster at Fall River 1853-57. Nicholas Hathaway was postmaster at Fall River 1885-89.

The barn built by Benjamin Dean, Sr. and later owned by John Dean, that stood on Water street until 1865, was for many years the abattoir for Assonet and its vicinity with Thomas W. Pierce in charge. It also served well as a meeting place for more than half a hundred boys that were born on that street.

Of the three wharves, commonly called the lower wharves the middle one was built by Ebenezer Pierce and by him sold to Elder Philip Hathaway. Its location was known as the coal landing.

GEORGE W. PICKENS, son of George and Ruth (Read) Pickens was born at Assonet, March 17, 1820.

He chose the life of a mariner which occupation he followed until a short time before his death. At first engaged in the coastwise trade he later became master of a vessel in the foreign trade. The last thirty years of his sea-faring life he spent as an officer on the Fall River Line of steamboats to New York. He was strictly upright and honorable in all his dealings with his fellow men.

He never failed to



GEORGE W. PICKENS.

express his opinion of such shams and frauds as came to his notice, in his own inimitable way. His flow of language was rapid and his word painting unique. He was a member of the Congregational Church at Assonet. He married Elizabeth C., daughter of Benjamin Dean. Their children were John Wilson, born June 9, 1846, Isidore Frances, born February 19, 1848, Clara Washington, born September 19, 1851, Benjamin Dean, born July 15, 1859, Benjamin Dean, born November 1, 1860 and Elizabeth Allen, born January 9, 1863. The last three died when young. He died February 24, 1899.

AN ACCOUNT

— OF —

The Old Home Festival,

— AT —

FREETOWN, MASS.

1902.

OLD HOME FESTIVAL.

THE first suggestion of the Old Home Festival for Free-town—an occasion memorable in the annals of the town—was made in a meeting of the Assonet Village Improvement Society, and warmly approved. Pursuant to instructions from the Society, a Circular was sent out into all parts of the town, calling a meeting of citizens to be held at the Town Hall, Monday evening, March 3d, 1902, at which “the sentiment of our people, whether favorable or unfavorable, might be distinctly ascertained, and that our invitation, if one is to be sent forth, may represent a cordial welcome from the whole community.” It was added that :

“The old town has abundant reason to be proud of her citizens, adorning stations of eminent usefulness in the neighboring cities and the State and Nation; as they in their turn may well delight in the fair village and the pleasant homesteads from which they sprang. If it shall be decided that our community shall send out the invitations that are to call ‘her sons from far and her daughters from the ends of the earth,’ the result cannot but be delightful and memorable.”

The meeting thus called was large, unanimous and enthusiastic, and resulted in the organization of The Festival Association with the following officers:

PRESIDENT:

Major John M. Deane, of Freetown and Fall River.

VICE-PRESIDENTS:

His Honor, George Grime, Mayor of Fall River.

Charles A. Morton, Esq., East Freetown.

Judge James M. Morton, Fall River.

Judge Henry K. Braley, Fall River.

Andrew J. Jennings, Esq., Fall River.

Elbridge G. Paul, Esq., Fair Haven.

CORRESPONDING SECRETARY—Rev. Leonard W. Bacon, Assonet.
RECORDING SECRETARY—Mrs. Edward H. Kidder, Assonet.
TREASURER—N. W. Davis, Assonet.

CHAIRMEN OF COMMITTEES:

On Program, Music and Speakers—Rev. P. A. Canada.
On Invitation, Reception and Hospitality—Rev. Leonard W. Bacon.
On History—Dr. C. A. Briggs.
On Decoration—B. F. Aiken.
On Banquet—Ralph H. Francis.
On Transportation—Gilbert M. Nichols.
On Ways and Means—N. W. Davis.

The Officers with the Chairmen of Committees, together constituted the General Executive Committee.

COMMITTEE ON INVITATION, RECEPTION
AND HOSPITALITY:

Rev. Leonard W. Bacon,	Mrs. Earl F. Pearce,
Col. Silas P. Richmond,	Handel E. Washburn,
Geo. B. Cudworth,	Mrs. Edward H. Kidder,
Miss C. C. Nichols,	Milton I. Deane,
Miss Lucy Evans,	Richard B. Deane.

COMMITTEE ON PROGRAM, MUSIC
AND SPEAKERS:

Rev. P. A. Canada,	Rev. L. W. Bacon,
	John M. Deane.

ON HISTORY:

Dr. Charles A. Briggs,	John H. Evans,
Palo Alto Peirce,	Mrs. Helen M. Irons,
Charles A. Morton,	Mrs. Paul M. Burns.

ON DECORATIONS:

B. F. Aiken,	Miss S. B. Porter,
Palo Alto Peirce,	Mrs. L. W. Bacon,
Earl F. Pearce,	Miss L. M. Hathaway.

ON BANQUET:

Ralph H. Francis,	Mrs. Albert H. Thurston,
Mrs. C. A. Briggs,	Dr. C. A. Briggs,
Mrs. N. W. Davis,	N. W. Davis.

ON TRANSPORTATION:

Gilbert M. Nichols, Joseph S. Taylor,
Francis E. Baker, Harold G. Irons,
Andrew M. Hathaway.

ON WAYS AND MEANS:

N. W. Davis, Earl F. Pearce,
J. M. Deane, Harris E. Chace,
J. D. Hathaway, G. M. Nichols,
N. R. Davis, Dr. C. A. Briggs.

ON FIREWORKS:

Milton I. Deane, Charles L. Deane.

ON RECORDING VISITORS:

Mrs. Charles W. Payne, Miss Georgia B. Cudworth.

The following ladies were volunteers in collecting and arranging a most successful antiquarium:

Miss Caroline M. Evans, Miss Mercy M. Hatheway,
Mrs. N. W. Davis, Miss Helen G. Pickens,
Mrs. Octavia Pickens, Mrs. David Terry, Jr.,
Mrs. John M. Deane.

CHORUS:

Director—Rev. L. W. Bacon.

Organists—Mr. Alton B. Paull, Miss Mabel G. Bacon.

Violinist—Miss Florence F. Purrington.

Pianist—Miss Louise Carnoe.

Sopranos—Miss Elizabeth R. Bacon, Mrs. Charles W. Payne, Miss Helen H. Irons, Mrs. Sarah A. Balcom, Miss Lucy Walker, Mrs. Frank McCreery, Miss Georgia B. Cudworth, Miss Florence B. Evans and Mrs. E. H. Kidder.

Altos—Mrs. Ralph H. Francis, Miss Sarah B. Porter, Mrs. P. A. Canada, Mrs. Frank W. Dean and Miss S. E. Rose.

Tenors—Earl F. Pearce, Charles W. Payne, Gilbert M. Nichols, Eugene E. Ray and Arthur E. Newhall.

Basses—Ralph H. Francis, Joseph S. Taylor, Abram T. Haskell and Alfred M. Davis.

It is no more than justice to the Committees named, to say that from that time forward they devoted themselves with persistent energy, often to the sacrifice of personal convenience and interest, to securing the success of their patriotic enterprise.

Under date of April 7th, a Preliminary Announcement was sent out by the General Executive Committee, giving a rough sketch of the Festival plans, and inviting suggestions from all quarters. Among the items of this Announcement was the following foreshadowing of the present publication:

The hours of a single day are not enough to include an ample Historical Discourse, treating in full of the peculiarly interesting annals of the town. Accordingly our Historical Committee are preparing for the press an Illustrated History of Freetown—its events and conflicts, its notable citizens and families, its industries and schools and churches. Such a volume cherished in the old homesteads of the town, and taken to their widely scattered homes by our returning guests, will be valued as a souvenir of the Old Home and of the present celebration.

Among the preparations that deserve to be commemorated are the organization and training of The Festival Chorus, of about thirty voices, all of them volunteers from the two choirs of Assonet. The Chorus was encouraged by the generous assistance of the accomplished quartet of the First Church in Fall River, directed by Gilbert H. Belcher, Esq., to give a Concert at the Old North Church on the 13th of June, the proceeds of which were devoted to the expenses of the Old Home Festival. The program of this concert, in which the Chorus had the further assistance of Mr. Hawkins of Fall River, 'cellist, and of Miss Purrington of Mattapoisett, violinist, is entitled to a place here as part of the *res gestæ* of the Old Home Festival.

—CONCERT—

OF SACRED AND SECULAR MUSIC

— BY —

The Assonef Festival Chorus,

WITH THE GENEROUS ASSISTANCE OF THE

FIRST CONGREGATIONAL CHURCH CHOIR,

OF FALL RIVER.

MRS. J. H. FRANKLIN,
Soprano.

MISS F. H. LEARNED,
Contralto.

MR. GILBERT H. BELCHER,
Organist and Director.

MISS F. F. PURRIN
Violinist.

MR. C. S. HAWKINS,
'Cellist.

— AT THE —

OLD NORTH CHURCH, ASSONET,

Friday Evening, June 13th, 1902,

AT HALF-PAST SEVEN (7.30) O'CLOCK.

TICKETS, - 25 CENTS EACH.

FOR SALE AT THE STORES.

The proceeds of the Concert are for the benefit of the
“Old Home Festival” Fund.

 Particular attention is requested to the early hour required for the convenience of our friends from out of town.

PART I.

CHORUS—"Hail to Thee Liberty," (from Semiramide) *Rossini*

Hail to thee, Liberty! hail to thee, Freedom,
On this great day.

Let sounds of melody, let notes of pleasure,
Resound triumphantly this festal day.
Rejoice in freedom this sacred day.

Yeoman from valley, hunter from mountain,
Crowd from gay capital, hermit from fountain;
Arouse thee, great nation, this happy day,
Sacred to freedom, this holy day.

QUARTETTE—"My Faith looks up to Thee," . . . *Schnecker*
With Violin Obligato.

GLEE—"Swiftly from the Mountain's Brow," . . . *S. Webbe*

Swiftly from the mountain's brow
Shadows nursed by night's retire,
And the peeping sunbeams now
Paint with gold the village spire.

Sweet, oh sweet the warbling throng
On the white emblossomed spray!
Nature's universal
Echoes to the rising *acc.*

QUARTETTE—"Stars of the Summer Night," . . . *Hatton*

CONTRALTO SOLO—"Springtide," *Berwick*
With 'cello Obligato.

THE TRAMP CHORUS, *Sir Henry R. Bishop*

CHORUS—Now tramp, now tramp, o'er moss and fell
The battered ground returns the sound,
While breathing chanters proudly swell:
Clan Alpine's cry is "Win or die!"

SOLO—Guardian spirits of the brave,
Victory o'er my hero wave.

DUETT—"Tarry with me," *Nicoll*

Soprano and Tenor.

PART II.

THE SOLDIER'S CHORUS, (from Faust)

Gounod

Glory and love to the men of old!
Their sons may copy their virtues bold—
Courage in heart and a sword in hand,
Ready to fight or ready to die for fatherland!
Who needs bidding to dare by a trumpet blown?
Who lacks pity to spare, when the field is won?
Who would fly from a foe, if alone or last,
And boast he was true, as cowards might do,
When peril is past?
Now home again we come,
The long and fiery strife of battle over.
Rest is pleasant after toil
As hard as ours beneath a stranger sun.
Many a maiden fair is waiting here
To greet her truant lover:
And many a heart will fail and brow grow pale,
To hear the tale of cruel peril he has run.
We are at home!

"FOR ALL ETERNITY"

Mascheroni

Tenor Solo and Obligato.

VIOLIN SOLO—Selected

QUARTETTE—"The Day is Ended,"

J. C. Bartlett

With Obligato.

GLEE—"Hark, Apollo strikes the Lyre," *Sir Henry R. Bishop*

Hark, Apollo strikes the lyre,
And loudly sounds the golden wire,
To bid of heaven the tuneful choir
Their art divine employ.

Whose song harmonious shall rebound
In echoes from the vast profound,
And earth shall catch the charming sound
With wide diffusing joy.

To "The Order of the Day" as placed in the hands of the guests of the town on Wednesday, July 30, 1902, embellished with a photogravure of "The Profile on Joshua's Mountain," were prefixed the following:

GENERAL NOTICES.

RENDEZVOUS for Visitors at the Village School-House.

A Committee of Reception will be in attendance during the day.

A Register will be provided for Recording Names and Addresses.

Subscriptions will be received for the Memorial Volume.

BAND CONCERTS by the Swansea Brass Band at 10.00, 12.30 and 4.00.

EXERCISES IN THE CHURCH at 10.30, 2.30 and 7.30.

BANQUET at 1.00.

FIREWORKS at 8.30.

ANTIQUARIUM at the Vestry of the South Church, Tuesday evening, Wednesday and Thursday. Admission Ten Cents.

The Program of Exercises for the three parts of the day was this:

FORENOON.

RECEPTION AND RESPONSES.

At half past ten, at the Church.

FESTIVAL OVERTURE on the Organ, by MR. ALTON B.
PAULL, a Grandson of Freetown. Processional in D,

Guilmant

INVOCATION AND THANKSGIVING, in which the devotions of the assembly will be lead by the REV. BENJAMIN S. BATCHELOR, for seventeen years a Minister of the Gospel in the Town.

ADDRESS OF WELCOME in behalf of the Residents of the
Town, by Major JOHN M. DEANE, President of the Day.

RESPONSE in behalf of the Daughter City, by His Honor,
GEORGE GRIME, Mayor of Fall River.

**CHORUS, "Swiftly from the Mountain' Brow," S. Webbe
SUNG BY THE ASSONET FESTIVAL CHORUS**

LETTERS AND SPEECHES from sons and grandsons of the old town, and other visitors and guests.

THE SOLDIERS' CHORUS from "Faust,"

Gounod

ORGAN VOLUNTARY. Marche Militaire,

Gounod

MR. PAULL.

AFTERNOON.

BANQUET.

In the Town Hall, at one o'clock, during which there will be music in the open air, by the Swansea Brass Band.

THE AFTER DINNER SPEAKING

At the Church, at 2.30.

Admittance to the church is reserved until 2.20 exclusively for holders of tickets to the Banquet.

ORGAN VOLUNTARY, Offertoire in A,

Batiste

MR. PAULL.

ORATION by Mr. Curtis Guild, Jr., of Boston.

CHORUS, "Hail to thee, Liberty," from "Semiramide," *Rossini*
SUNG BY THE ASSONET FESTIVAL CHORUS.

DUO: Violin and Organ. Largo,

Handel

MISS FLORENCE F. PURRINGTON AND MISS MABEL G. BACON.

POEM, "The Old Home — a Freetown Ballad,"

BY MISS M. E. N. HATHAWAY.

SONG, "Home, Sweet Home,"

Bishop

MISS ELIZABETH R. BACON.

ODE for the Old Home Festival, by Herbert E. Hathaway.

Air—Die Wacht am Rhein.

How shall we best the work complete
Begun of old by them that sleep;
Who bore the burden and the heat
And planted that their sons might reap;
Who wrought with faith and strength and zeal,
Nor life nor fortune did withhold,
To found secure the Commonweal
For us, in peace, to have and hold?

Toil did not daunt nor hardship stay;
They drew not back, though dear the cost,
Looked forward to a better day,
And lost not hope, whate'er they lost.
While steadfast to the truth they saw,
In duty's narrow path they trod,
The Word of God their highest law,
Their only fear, the fear of God.

In conscious right they dared withstand,
The weight of England's armaments,
When Liberty, throughout the land,
Aroused her sons to her defense.
They knew defeat and sharp distress,
Yet persevered until the hour
That brought at last well-won success,
And gave the world a freeborn power.

When discord kindled into strife,
And kinsmen's hands prepared the blow,
The Union, hard beset for life,
Called to her aid the men we know.
They answered—not with idle breath—
They died for her on land and sea,
Preserved her from a living death,
And kept her one, united, free.

O honored fathers of the town,
Who joyed and sorrowed in your day,
To us your children handing down
The light that led you on your way—
The constant will to do the right,
The courage not to do the wrong,
And unbound justice, to requite
With equal hand the weak and strong—

The heritage that we partake
Was won by you with toil and pain;
Sons of your sons, shall we forsake
Your ways, and make your labor vain?
Be ours the task, with wider view
The ancient promise to fulfill;
With richer gifts to build anew,
And leave your fame unsullied still.

RECESSIONAL, Romance in D,

Lemare

MR. PAULL.

EVENING.

MUSIC

At the Church, at half past seven o'clock.

ORGAN VOLUNTARY,

MISS BACON.

GLEE, "Hark, Apollo strikes the Lyre,"

Bishop

SUNG BY THE FESTIVAL CHORUS.

SONG, "The Old Oaken Bucket,"

MR. ELLIS L. HOWLAND.

VIOLIN SOLO. Adagio,

Merkel

MISS PURRINGTON.

SONG, "The Rosary,"

Nevin

MISS ELIZABETH R. BACON.

SONG, with Violin Obligato,

Bishop

MR. ELLIS L. HOWLAND AND MISS PURRINGTON.

THE TRAMP CHORUS,

Bishop

Now tramp, now tramp, o'er moss and fell
The battered ground returns the sound.

SUNG BY THE FESTIVAL CHORUS

SOPRANO SOLO BY MISS ELIZABETH R. BACON.

THE PILGRIM HYMN. The people are invited to stand and join in singing this hymn (No. 466 in the Church Book) to the Old Hundredth Psalm Tune.

O God, beneath thy guiding hand
Our exiled fathers crossed the sea;
And when they trod the wintry strand,
With prayer and psalm they worshipt Thee.

Thou heard'st well pleased the song, the prayer;
Thy blessing came; and still its power
Shall onward through all ages bear
The memory of that holy hour.

Laws, freedom, truth, and faith in God
Came with those exiles o'er the waves;
And where their pilgrim feet have trod,
The God they trusted guards their graves.

And here thy name, O God of love,
Their children's children shall adore,
Till these eternal hills remove,
And spring adorns the earth no more. Amen.

ORGAN RECESSIONAL.

MISS BACON.

FIREWORKS ABOUT 8:30.

The weather of the auspicious 30th of July was just what Freetown and its guests would have desired. Under a sky slightly overcast so as to mitigate the summer heat, from all quarters and by all conveyances the people gathered at the Four Corners, where all public buildings and many private ones were gay with bunting. The intervals of preliminary business were enlivened by the stirring music of the Swansea Band; and the interest of the various

parties that strolled through the village streets was quickened by the inscriptions posted at points of historic interest.

With military punctuality (such as marked all the proceedings of the day, to a degree unusual on like occasions) the President of the Day, Major John M. Deane, took the chair at the appointed hour, and after a brilliant organ overture and a prayer of Invocation and Thanksgiving, welcomed the guests of the town in these terms:

THE PRESIDENT'S ADDRESS OF WELCOME.

THIS PRESIDENT of the Old Home Festival organization of the ancient town of Freetown, I extend the most cordial greeting of the town to all of you and through you to all the absent members of your families, wherever they may be to-day. Freetown makes this a very cordial and whole-souled greeting

and hopes that it will kindle in all your hearts as warm a place for her as she cherishes in her heart for all of her beloved children, wher- ever fate has placed them. She is joyous at your return today and she will do all in her power to make your visit a memorable one. Her latch strings are out. The town is yours. Ransack the old dom- icle to your hearts' con- tent; frolic in the old qarn, the crib and work- shop; wade in brook and river, and romp through meadow, field and forest,



PRESIDENT JOHN M. DEANE.

as you did of yore. She will respond to your merry laugh, as in the now seldom visited and dusty attic you unearth some of

the treasures of your childhood, or useful articles of bygone days; notably the old rag doll that grandmother herself made you and upon which your auntie painted mouth and nose and eyebrows, the home-made rocking-horse on which you rode to Banbury Cross, the carts and sleds that always ran into the gutter or fence when you tried to coast, the warming pan, the foot-stove, the bellows, the candle-mould, the candle stick and snuffers, old lanterns and old chests with all their old-time associations and tender recollections. Looms and spinning frames not made by the Masons' or the Drapers', costumes not tailor-made, bonnets not from a man-milliner of Paris, and not the least of all, the old red cradle in which mother and grandmother rocked you to sleep while they sang lullabys; and the trundle-bed in which you and brother or sister had pillow fights until frightened into silence by grandmother's solemn and awful story of Elisha and the two she-bears. Let the absent ones, whether children, grand-children, great or greater grandchildren whom fate keeps from us today, even though they have journeyed to the uttermost parts of the earth, be assured that Freetown takes this special season to think of them and to pray for them. Write to them; send them souvenirs of this occasion; say to them that our prayer is that God's richest blessings may be showered upon them, that health, prosperity and happiness may attend them always. We all have reason to be proud of our ancestral home. From it have gone forth many eminent men and women, eminent in all the varied walks of life, from the humble tiller of the soil to governor of our honored commonwealth; statesmen, lawyers, doctors and divines, merchants, miners, manufacturers and mechanics, agriculturists, inventors, authors and teachers, captains of industry, mariners and noted captains in the merchant marine both on land and on lake. We had hoped to greet on this occasion that grandson of our town and village whose influence in the world to-day is second to that of no living man—the Hon. John Hay, Secretary of State. (Loud applause.) Her children have always performed their part well, no less in war than in peace. In all the wars in which our country has been involved her sons and daughters have done their full duty. In that greatest of all wars, the War of the Rebellion, she more than filled her quota. An Irishman telling of his services in that war said that he was in

it from Alpha to Omega; that he took part in all the great battles fought by the army of the Potomac; that he was always the last to take the field and the first to leave it. Not so with the youth of Freetown. They were among the first to take the field and the last to leave it. On their banner they can inscribe at the top, April 15th, 1861, and follow with Bull Run, Antietam, Fredericksburg, Vicksburg, Wilderness, Spottsylvania, Cold Harbor, Petersburg and every other prominent battle of the war and write at the bottom "Appomattox." We are not envious because our daughter—City of Fall River, has so far outstripped us in the battle of life; we rejoice at her phenomenal increase in population and in her great industrial prosperity. Many of our children are living within her borders to-day, have shared in her increase and have had a part in her upbuilding. She has bestowed upon them a goodly share of her riches and her honors. But it is not my province to go into historical matters; that is left for others; otherwise I might have looked up our kinship in the territory taken from this town in 1815 and annexed to Fairhaven. In closing let me emphasize anew the fact that Freetown extends to all her visitors to-day a most cordial welcome. (Applause.)

The Mayor of Fall River, the Honorable George Grime, being called upon by the Chair, responded as follows:

MAYOR GRIME'S RESPONSE.

Mr. President, Sons and Daughters of Freetown: It affords me great pleasure, as the chief executive of the City of Fall River, to be present and participate with you in the joys of this occasion. As has been very fittingly said by your president, Fall River is the daughter-city of Freetown; not merely in territory, through the setting off of a certain portion of your town in 1803, but because of the men and women you have given to us making possible whatever Fall River has achieved. I am very sure that every thoughtful citizen when he looks back, either in reading or by thinking, must take pride that Fall River has sprung from such a noble town as Freetown. We look back with pride that Plymouth Rock was the place where the people from Europe, from England and the highlands of Scotland came and settled; not because it was any-

thing compared to what has been done since, but because it showed the indomitable spirit of equality and freedom, which (we should thank God for it) exists in all true Americans. There is no place on the American continent that exhibits that spirit more than this ancient town of Freetown. In the very name of the town was that idea incorporated which lies at the basis of American liberty. The free men who made their purchases of this territory were the incorporators of Freetown; and we citizens of Fall River, knowing these facts, look with pride to the old town and say, "From this people we sprung." Perhaps we might say that we have an advantage over the town of Freetown. From whence sprung you? Who is your mother and father? We have a mother whom we can point to with pride but where is yours? So we take pleasure in participating with you in the honors of this occasion.

I want to say a few words of Fall River. We have a city which is fast assuming proportions which place her in the front rank among the cities of the world. We were only born in 1803. When we get to your age, we hope to have as much to be proud of as you have. When we celebrate our 100th anniversary next year, we want you to share with us in our joys. We have been working hard, as you know, in Fall River. When it was started from you, it was not rich nor powerful; but by zeal, industry and toil we have achieved what we have achieved. Notwithstanding people may sometimes say we have no history, we are makers of history: and we will make a history for which no son or daughter of Freetown will ever blush. Mills are being erected to-day costing nearly one million of dollars; and we have achieved this prosperity during the years when some people said that Fall River was not prospering. To-day there is not a working man in the City of Fall River, but can find a place. Never in the history of the City of Fall River has it been more prosperous than to day. I say this not to glorify Fall River, but to show you that the daughter-city of Freetown is true to the traditions you have given us, and that we are trying to prove ourselves the worthy daughter of this ancient town.

In conclusion, let me say, as the chief executive of the City of Fall River, that I thank you, and thank those from whom you sprung, for the noble men and women you have

given us, and who, as your president has said, are part and parcel of the life of our city.

The Honorable Henry K. Braley of Fall River was felicitously introduced by the Chairman's reading, from a recent paper, of a high appreciation of Judge Braley's public services in his judicial office. He spoke as follows:

JUDGE BRALEY'S ADDRESS.

Mr. President and Ladies and Gentlemen—It was not my good fortune to first see the light of day within the limits of this ancient and historic town; but my ancestors have been from early times connected with its history and my surname is in its records and its every-day life. I notice in your program that you have said that the speakers propose to indulge in a fund of anecdote. Unfortunately by my limitations I cannot be reminiscential and I recognize that my stock of anecdotes is extremely limited. But as I look about from this platform I see those who will undoubtedly supply what is necessary in this line. It is a very great pleasure and privilege to come here and join with you in recognizing the quiet, forceful lives of those who preceded us. We are here to enjoy the present and to look forward with hopeful anticipation to the future. It is part of the sociological capital of the community and it is felt among all the people of the world. None realize that more, and strive to live it, than those who founded this town and those who founded this nation. The significance of this week would be lost if it were not for the associations of environment in every New England town. We have not lost the racial quality and it must be included in right living and thinking as well as in the suggestions that must arise because of the facts that have made today possible. Some men may be distinguished above their fellows. There are a few people in every generation who walk upon the stage of national affairs and connect their names with legislation or diplomacy which will give them immortality; but the world's work has got to be done by the average man. Whatever may be said of the few who rise, it is true that the plain people go on forever. It is they who govern things. They make possible what we are pleased to term the progress of hu-

manity. It is they who established this township and in the succession of generations we enter into their labors, you and I and every one of us. Lately a different line of thought has been advanced, that by infusion of new blood the political machine is repaired as it wears out. I confess that I am not wise enough to solve that problem but looking in here upon this gathering is it not a just comment to say that the youth of this town has not passed? It is to-day distinctively an Old Colony town. Go to the Eastern Four Corners and call the name of the Rounsevilles and there would be a response from a living man of like name. While this is true, it is equally true that the future must bring great changes here as elsewhere. The composite American will be made up of the blood of all the nations of the earth; but will be none the less distinctively American. He will be a son of self-government, as is this the free man's land and the free man's purchase.

The men who founded this town and this nation always associated the practical with a high ideal, and always with the hard life on this soil they had the dream of days to come. Toiling away, fearful on the one hand of the forays of King Philip, and upon the other getting but a bare subsistence, still they followed that ancient dream of freedom, freedom for their morning star. We judge of the future by the past; and if we and those who succeed us are true to the principles laid down and practiced by the fathers, then future generations shall come here again to an Old Home Week and not only enjoy the work of those who have preceded us, but what we ourselves have done in securing the great blessings which they enjoy under this form of government.

The Honorable Andrew J. Jennings, being called upon by the Chair, responded in a speech full of pleasant anecdote and reminiscence.

HON. A. J. JENNINGS' ADDRESS.

Mr. President: I hope Judge Braley has given you a warrant for this call, for I always submit when the court speaks.

Friends of Freetown, I had not expected to address you but I am pleased to do so. I always had an affection for this town.

My grand-parents on my mother's side were both born here, I believe, or at any rate lived here. Their bodies now lie buried in your soil. My mother was born here and I was just thinking whether I was born here or not. I was born in the old town of Freetown which went to the Quequechan River. I was born on the north side of the river and I have lived on the north side ever since. So I take a pride in claiming to be a son of Freetown.

I have been looking about, as I sat here, to see the people I knew when I was a boy. Some of the pleasantest associations of my life are associated with this town. I think it is the first place I ever emigrated to from Fall River. They gave me an old fashioned carpet-bag, (it was made of carpet) and I started out for my grand-mother's in Assonet. It seemed to me as if it was a thousand miles from the station to where she lived. I think by the time I was fifteen years old I knew every huckle-berry bush around here from Jael's Bank north. They tell me that my grand-father (who was a sailor and went to sea as captain for Edmund Hathaway, the great business man of your town) sailed for many years and twenty-eight or twenty-nine voyages to the West Indies and never lost a sail or a spar. I came up here once in a sail-boat and went clamping. There was a big thunder storm when we came back and the result was that the boat capsized and we went into the river. It tore the sail and split the jib in two places and I was sitting astride the rudder of a boat full of water. Some disagreeable men told my uncle about it and made comparisons between me and my grand-father, the old captain who made twenty-nine voyages to the West Indies and the grandson who could not go clamping in Assonet River without getting shipwrecked.

I rejoice with you in this cheerful reunion. I think it is a good thing to have people come back here and get acquainted with one another again. They are men who have gone forth and made their names and done their part in the building up of this great country and in the development of the national life, and they come back to this soil from which they sprung to give you something of the impulse animating them, that impulse which is always the best and tenderest of the home associations which are connected with the soil from which these men sprung.

They remind me of the story of Antæus the giant that was slain by Hercules. The story runs that the earth was his mother. Of the men who wrestled with Antæus some threw but he would not stay thrown; and the secret of his strength by which he overcame all who came was this: Whenever he was thrown to the earth, this mother of his infused new courage into him and he arose with twice the strength he had when he fell. Then Hercules came along—the embodiment of physical power, labor and courage. Nothing could withstand him. He threw the giant repeatedly, who every time sprang up stronger and stronger; till finally Hercules raised him in his arms off the earth and strangled him in the air. There is a great secret in that story. The man comes back to mother earth and receives new strength and life from her. Occasions like this bring back men from the bustle of life, causing them to think of what their fathers here were, and what they did. Free men came here and bought this wilderness when it was untravelled save by the Indians. They came here into the howling wilderness, cut down the trees, and tore the rocks from the soil, and built these stone fences. What incredible labor those fences represent. I had a friend here from California and no matter how much I directed his attention to the scenery along the Taunton River I could not divert his attention from the stone walls. It was to him the most astonishing thing. That men should tear rocks from the soil so that it should be cultivated and build those walls seemed to him unspeakable. That is what those men did. They listened to the yell of the savage as they built this village, and they developed its industries until in 1803 or 1804 you tore it off a few miles north of the Quequechan River and it became a part of Fall River with a population of 108,000 people. Now in place of the war-whoop of the savage we have the whistle of the locomotive and what is almost as bad, the noise of the automobile. Now we give you the hum of thousands of millions of spindles. Some one dared to accomplish that. Now the appeal is to the sons and descendants: "What are you doing up here?" Are you doing anything? My ancestors came here and did something to make the place better than they found it. My word to you is, let every man, woman and child try to emulate those ancestors and do something for the spot where we stand whether Assonet or Freetown.

The Reverend John Nichols of Seattle, Washington, returned on a brief furlough from his Home Missionary work on the Pacific coast, answered the call of the Chairman.

Mr. President: We have heard a good deal of the lawyers who have come from Freetown, but not much of the divines. They are not very numerous; just how many I do not know. We remember that in early times the sons of Freetown have not always manifested a kindly disposition toward the clerical profession. Looking up the records, I find not so much of opposition to Christianity and the church, as of impatience of the interference of the Bay Colony with Freetown affairs. The principles of our ancestors have not been forgotten.

I did not come to speak as a minister. I want to lay off my black coat and white tie and be a boy again. I am more than pleased, I am honored, to meet again these grandsons and more distant descendants of the town. We are all honored. It is a real home festival to us to see the faces which we have so often seen in the past. This old soil is all familiar to us. I believe I could find my way around even now with my eyes blindfolded. Here we learned to use the oar and here we sailed the pond. In this old school-yard we learned to play ball and threw snow-balls; and we cut our names on the desks in that lower room. Here we heard the blue-bird sing. We used to have a blue-bird in a basket which we let out occasionally and we heard it sing. All these associations make this place dear, and especially, Mr. President, this opportunity of seeing old faces and grasping the hands we have grasped in the years past. In behalf of these loyal sons and daughters of Freetown who have come back, we want, Mr. President, to thank you for the welcome you have given us and for this opportunity of looking around and seeing again these familiar places and the old folks sitting here and the wanderers who have come back again. It has been no small labor, and in behalf of the returning sons we wish to thank you for what you have done. I do not know what more I can say. The New England disposition is very reticent.

We love this old place because it is our own. It is the place where we belong; and I love it because it has not gone backward and has not forgotten the past. As I have come back

here in years past I have seen the improvement in this place, I have seen the old Four Corners changed and I have seen the sidewalk put in front of the door; I have seen the old houses painted and a public spirit that was not here when I was a boy. I love this town because of the men who stayed here and lived here and have given life to this town as boys and girls who have grown up here. Mr. Grime told us that Fall River was indebted to us not only for the land but for the men we have sent to it. In this age we say that the city is the center of all things and is the holder of the key to the future; but the town sometimes holds the destiny of the cities. What has made Fall River, Boston and New York? What has made the professors, preachers and lawyers? It is the country boy. We have had men and women who have gone forth and become powers in the cities of the world. We wish to express our affection for this old town and hope as we come from time to time we shall see the influence of this Old Home Week, producing still more power than we have seen produced in the past.

Before the concluding music, the following letter from the Honorable John Hay, Secretary of State, was listened to by the assembly with mingled feelings of pride in the town's illustrious grandson, and regret at his absence.

DEPARTMENT OF STATE,

DEAR SIR:—

WASHINGTON, April 16, 1902.

I have received your letter of the 14th of April, enclosing a programme of the Old Home Festival of Freetown, and am greatly touched and flattered by your kind invitation.

It would be a great pleasure to me to be with you during the coming summer, but, as I have already explained to Senator Hoar, who kindly reinforced your invitation with his own authoritative and influential words, it is entirely beyond my power to make any such engagements. My time is fully occupied, and what little strength I have is subject to greater drafts than I can honor. I can, therefore, only thank you most sincerely for your kindness, and express my profound regret that I cannot this year make the pious pilgrimage to which you invited me.

I am, with very many thanks,

Sincerely yours,

Rev. Leonard W. Bacon,

(Signed) JOHN HAY.

Assonet, Mass.

Promptly after the conclusion of the Banquet in the Town Hall, served by Caterer Victor Gelb of Providence, R. I., and partaken of by 400 people, the Chair was again taken in the North Church by the President of the day. In a few apt words he introduced the Orator, Curtis Guild, Junior, of Boston, who was greeted with an enthusiastic welcome by the thronged assembly.

THE ORATION BY CURTIS GUILD, JR., OF BOSTON.

The Puritan's Contribution to American Citizenship.

Like most strong nations, the United States is of mixed stock. Latin and Kelt and Teuton built up the Roman Empire; Phœnician and Roman and Gaul and Frank mingle in the Frenchman; Briton and Dane and Saxon bred the Englishman.

To which of these can it be said that the American owes nothing?

Washington, Adams, Lafayette, Carroll, Schuyler, Pulaski, Von Steuben, Paul Jones; it needs but to name the men of the Revolution to remind us that the blood not of England, Scotland, and Ireland only, but of well-nigh every nation of Europe, flowed from the first in the veins of the young republic. The roots of the tree spread far asunder, the trunk is upright and one.



CURTIS GUILD, JR.

Romance has gilded the settlement of Florida and Canada. The glittering *conquistador* with morion and arquebus, the brave *courreur de bois* in blanket and buskin, are romantic

figures beside whom the settler of New England, the serious Puritan in sombre brown and gray, cuts an inconspicuous and perhaps unpleasing figure. Polite literature has been none too kind to him.

Shakespeare caricatured the Puritans in Malvolio; old Burton in his Anatomy of Melancholy could find no better terms for them than "rude, illiterate, capricious, base fellows." The one quotation by which Lord Macauley is best known is the smart sentence in which he declares that the Puritans "did not believe in bear-baiting; not because it gave pain to the bear but because it gave pleasure to the spectators." Even Charles Dickens speaks of them as "an uncomfortable people, who thought it highly meritorious to dress in a hideous manner."

Though the Puritans and the memory of them thus for generations afforded material for those who pander to the thoughtless with caricature, lampoon and idle jest, yet their work and their fame is safe, secured in that consciousness of right that the Latin proverb-maker declared to be a brazen wall against the shafts of slander. Song and play and ballad may chant the praises of the Cavalier, but history belongs to his conqueror.

The cavaliers who rode so bravely behind Prince Rupert and King Charles have left us a world of romance, but it was the stern faced followers of John Knox and John Hampden, the Scottish Covenanter and the English Puritan, who overthrew the tyranny of kings and left us no legacy, indeed, in the realm of fancy but sound, hard facts in the shape of the rights of the people, the very foundation of the structure of this Republic.

The gentlemen who sought a Western Golconda at Jamestown called themselves Adventurers. The plain people who first sought the shores of bleak New England we know as Pilgrims. The Adventurers came to the New World to seek their fortune; the Pilgrims and Puritans to earn it. No weak-hearted wail went up from bleak New England at her early sufferings. Hunger, cold and savages could not turn these brave hearts from their purpose. When the biting New England Winter found them without further supply of food, they gathered the acorns from the woods, the clams and mussels from the beaches, and glorified God, to use the old words, "who had given them

to suck of the abundance of the seas and of treasure hid in the sands."

To understand the Puritan it is necessary to understand the times that gave him birth. He was not merely the follower of a religious creed that differed from the one originally accepted in Europe. Indeed, though the first few shiploads of New England settlers were agreed, the English Puritans as a body differed widely among themselves, both as to creed and church government. Some were Independents, or Congregationalists, some were Presbyterians, and John Milton was a Socinian or what would now be called a Unitarian. The bond that held these Englishmen most firmly together, indeed, was union in a rebellion, not so much against the religious creed of the Established Church of England as against the social and moral conditions of the day. The Hundred Years' War and the Wars of the Roses had utterly demoralized the English people. The rise of Parliament and popular government, which had grown to such a height under Richard II., had been not only checked but cut down. England was less free in the sixteenth century than she had been in the fourteenth. The Tudors were despots almost as truly as the Romanoffs. France had become a mere field for plunder and murder by Englishmen and their allies. When Shakespeare, even in his day, speaks of "infants quartered by the hands of war," he is not using his imagination. He is describing what ordinarily occurred at the sack of a city. The France that Joan of Arc freed from English rule was infinitely more wretched than Cuba under Spanish rule.

Queen Elizabeth was personally a patron of bull-baiting and bear-baiting. So, in her day, were most people. The Maypole, a relic of the most depraved worship of all paganism, was no mere excuse for an innocent dance, but the centre of the vilest debauchery. The Merry Mount and its Maypole at Wollaston was as vile as the so-called Merry Monarch who ruled England under the name of Charles II., and the world was the better when both were removed.

The Puritans turned to the Bible, not only because they loved its teachings, but because under Henry VIII., it was almost the only book a decent man could read. The foulest tales of debauchery, universally circulated, formed the only

popular literature, and aided to debase popular morality. The Lord's Day was invaded not by sports alone, but by the wildest license. The laborer, moreover, could not legally enjoy even that day of rest unless his master chose. Public office went by favor; an ex-highwayman was made chief justice, and kings and queens fitted out the ships of pirates and shared their booty.

This was the social structure which the Puritan faced and to which he struck the first shattering blow. His faults were patent. He was intolerant in an intolerant age. He was, however, something more than a bigoted sectary who hanged witches and persecuted Quakers. He was a citizen, to whom the duty of citizenship was a second religion. The citizen who came late to the early New England town meetings, the citizen who neglected to attend, was regarded not only morally but legally as a criminal and was fined as such. The Puritan accepted the privilege of liberty only as a responsibility, appreciating, as his descendants too often fail to appreciate, how hardly those privileges were won.

His was the cause of the plain man against the tyrant, the honest man against the rogue, the virtuous man against the rake, the patriot against the plunderer. Faults he had in common with poor humanity of all ages, but it may at least be said that he was simple in an age of extravagance, austere in the midst of debauchery, honest though ruled by corruption, and sincere though subject to a succession of sovereigns constant in nothing but the pursuit of their own selfish desires.

Such were the makers of New England; such the men to whom we of New England owe more than our country. The greatest heritage they have left us is not the territory they took from the Indians, as the Indians had taken it from the Skraelings. They left us their greatest gifts, the New England town meeting and the New England conscience; popular government and the control of self that makes it possible.

The following is the Festival Poem, read, at the author's request, by the Secretary:

OUR OLD HOME.

A FREETOWN BALLAD.

When this new world was wild and strange
 Beyond our skill in showing,
To Puritan and Pilgrim bands
 It furnished room for growing.
Their proper sphere they found amid
 Its rude, ungoverned places,
With freedom's air on every side
 And earth in ample spaces.
One trait in common they displayed—
 These sensible crusaders;
Soldiers and scholars, scribes, divines,
 All, were a race of traders.
A continent at market price
 Was here about them lying,
And well their talents they employed
 In bartering and buying.
A few of them were hither sent,
 To make reports to others
Concerning certain lands this way
 Possessed by Indian brothers.
They came and made their errand known,
 Debating long upon it
With Weetamoe, a native queen,
 And sachems 'round Assonet.
At length the parties came to terms;
 And then our bargain-makers
Gave "broadcloth, kettles, rugs and hoes"
 And took exchange in acres.
And thus "ye ancient freemen's lots"
 Were duly bought and granted,
And soon the settlers of the soil
 Their fields had cleared and planted.
And while beneath the sun and showers
 Their crops of grain were growing,
They caught and trained the running brooks
 To set their mill-wheels going.
Their homes they scattered up and down
 These hills and winding waters,
Where they abode with thrifty wives
 And troops of sons and daughters.

They venerated gospel rule,
And young and old together
Attended church each Sunday through
In every phase of weather.
The laws they held in high esteem,
And kept the statutes truly,
With stocks and whipping-post at hand
To punish the unruly.
The schools were taught by men of zeal
Their business well discerning,
Who freely scourged the pupils up
The rugged heights of learning.
And so the early people wrought—
The men of common station
Who helped to launch this ship of state
And found a mighty nation.
And from our stalwart pioneers
The hardy sons descending
Through passing centuries here have dwelt,
Their quiet fortunes tending.
And if at morn they followed forth
Ambition's eager calling,
They longed to turn their footsteps back,
As evening's shades were falling.
And thus the village grew, and kept
Its homes of love and duty,
Where Nature with a liberal hand
Dispensed her gifts of beauty.
As fair a spot it seems, to those
With all its charms acquainted,
As that "sweet Auburn," known to fame,
That English Goldsmith painted.
And, touched by years, its gentle scenes
Are grown historic places,
Where children of the age have come
To seek the fathers' traces.
Then let the modern stage withdraw
To hold its court hereafter,
While old-time memories blend with all
Our speech and song and laughter.
And one in spirit, faith and works
With those who went before us,
A kindred clan, we hail the day,
And join in heartfelt chorus.

After the spirited singing of the Ode written by Mr. Herbert E. Hathaway, a grandson of Freetown, a brief time remained before the appointed hour of adjournment, which, it was felt by all, could not be better occupied than in listening to our representatives in the national Congress and in the Senate of Massachusetts. The first to be called on by the Chairman was the Honorable W. S. Greene, M. C., of Fall River.

ADDRESS OF HON. W. S. GREENE.

Ladies and Gentlemen: I cannot come to you as a citizen belonging to Freetown but I have lived so long with a daughter of Freetown that I must be acclimated. A few months ago I was called upon to speak at a meeting of the Loyal Legion held in Washington, and was called as a son of Rhode Island. I was a descendant of General Nathaniel Greene and was consequently at home with many members of the Loyal Legion. I could respond here as well as there, but not as a son of Rhode Island. My father was a native of Rhode Island, my mother a native of Ohio. They were married in Minnesota, and I was born in Illinois. But I have lived in Fall River since 1844 and I claim to be very near to the citizens of Fall River and this commonwealth.

Consider this country as it was at the time of my earliest recollections. I remember the first train of steam cars that went out of Fall River in 1845, the visit of James K. Polk on July 5th, 1847, and the men who went from this section in 1849 to California. I was calling upon a daughter of Freetown a few days ago, and she showed me a photograph of some of the men who went to California in 1849. I recognized three of them men—whom I knew very well, William C. Strobridge, James M. Strobridge and Dr. Hathaway. That old photograph brought back some very pleasant recollections. All my early associations were those who came from Freetown. I thought to myself as I rode through this beautiful town a few days ago what beautiful things surrounded it and how quiet it all was. I strolled by the shore and I found there the hum of industry. I had never been interested in the gun-shop before, but it showed that you had the idea which has permeated all

this section,—the creating of industry and the providing of employment for the people. So I found this gun-shop where they make the implements not of warfare, but of peaceful sport.

In General Guild's remarks he told us of cases of heroism and my attention was called recently to such a case. You all recall the 17th of March when the great disaster occurred on Cape Cod, when the men of the Monomoy life-saving crew started to rescue men from the wreck of a vessel. Eight of them went out to rescue five, and took their lives in their hands. These duties come to men every day and they came to those eight men who went out to save five others. One daring intrepid man saw another clinging to the boat in those treacherous waters. He found a dory and threw it into the water but it had no oars. He improvised oars and found that there were no oar-locks. He improvised oar-locks and started out into the waters. Someone said to him, "Don't put that boat into the water; don't get into that boat. If you get in you will lose your life. It is dangerous for you to go; you will never come back." The answer came back, "I can go;" and go he did, and rescued the sole survivor of that terrible disaster. So heroes live today, even while we move about in our usual vocations. Heroes come and heroes take up the battle of life and when these duties come to them they do not hesitate. We speak sometimes, as our friend did of the work of the Pilgrims. We today are following out the lines which they followed. They came to this shore that they might find freedom; and when they found it they were not contented; they wanted someone else to enjoy what they possessed. Today we welcome to our shores people from all the world. We establish our public schools and we provide for their education. We teach them that they can come from other shores and enjoy the blessings of liberty under the laws and constitution of the United States. So our duty is to-day to hold up higher the privileges and opportunities of an American citizen. We find today men in all walks of life who might make great successes in any line of business; many of whom sacrifice time, abilities and give up great incomes which they might enjoy, that they may serve you and me and all their fellow citizens. Look at the vast number in public life and in the cabinet of our country. And all around us we find those who have made the sacrifice and deprived

themselves of enjoyment with their families that they may build up this great country and nation and strengthen the institutions for which the great sacrifice was made one hundred years ago. The sacrifices of that time are not the sacrifices of to-day. But the sacrifices of those who gave up their health, their strength and perhaps their lives, mean for us great blessings, great privileges and great enjoyment. (Applause.)

The few minutes remaining before the appointed hour of closing were gladly conceded to the Honorable Rufus A. Soule, of New Bedford, President of the Massachusetts Senate.

ADDRESS OF HON. RUFUS A. SOULE.

Mr. President: I heard you say a few minutes ago that you wanted to close at 4 o'clock. I feel somewhat as an orator on a certain occasion might have felt. When he arose to speak he asked, "What shall I speak about?" "About two minutes," came the answer from the audience.

I am glad to be here today. It has been an enjoyable day because I have met many friends and have learned (what I knew before) that Freetown is one of the grandest towns in this commonwealth of ours. I knew that it was a beautiful village and had done wonderful things, but I never realized that the neighboring city owed its entire being to its being built up by the good people of Freetown. Every one here today is proud of this grand old town. We are told sometimes that when distinguished men visit our cities the mayor or the chairman of the day rises and says, "We extend to you the freedom of the city." In this case the very name of the town extends it without any mayor or board of selectmen. It is a grand good name. For the last seven years men have come down from this town to my city, men sent by the party to which I have the honor to belong and have voted for me as a candidate for senator. If this is such a grand town, how proud the men should be whom the citizens have selected to represent them in the general court. I am proud of the fact that men of this town went into the voting places and voted for me without regard to their political affiliations. In my army days I followed the colonel of the regiment who rode a black horse, but I went on

foot and carried a musket. I remember good men in that regiment from Freetown. I remember Captain Marble and his stirring words, and I am glad to remember him and to come to his town and join with you in this celebration.

My friends, my time is up. I am going to stop. But I will tell you what my text would be if I were to talk longer. It would be the first four lines of the ode which has been sung and which commences ‘How shall we best the work complete?’ To you much has been given and of you much shall be required. See to it that the generations which are to come have the same reason to look back and point with pride to their ancestors as we have to ours.

At the brief Concert in the evening, the old church was, if possible, even more densely thronged than during the day. Sustained by the organ, the Festival Chorus was in excellent voice and heart in the two choruses from Bishop. And it is safe to say that few who heard Mr. Howland’s charming sympathetic singing of that “old-home” song, The Old Oaken Bucket, and the brilliant violin playing of Miss Purrington, will easily forget the performance, or will remember it otherwise than with delight. The generous assistance of these accomplished musicians filled up the debt of obligation which they had already laid upon our town by their former kindness.

At the close of this hour of music, the sky was already dark enough for the display of fireworks. The hill-top in the rear of the church was an excellent point of vantage from which they could be seen in almost every part of the village; and for an hour, in rapid succession, without interruption or accident or delay, a brilliant suite of pieces was fired.

Altogether, a more completely successful popular celebration than this it is difficult to imagine. And in no part of it had the town better reason to be proud, than in the perfect orderliness and dignity of the great concourse in attendance through the entire day. Not a single incident occurred in the whole of it, to be remembered with

regret. Not long after nine o'clock in the evening, the last rocket had burst in the sky, and the last Catherine-wheel had fizzed and sputtered and exploded; and except for the happy gatherings in many a home, the village had settled down into its customary quiet.

At a meeting of the Freetown Old Home Festival Executive Committee, held at Assonet Village, Tuesday evening August 12, 1902, the following preamble and resolutions were unanimously adopted:

Whereas, The Freetown Old Home Festival held at Assonet Village July 30, 1902 proved to be an enjoyable occasion; and one that will be long and very pleasantly remembered by all who attended the same; and

Whereas, Much of the pleasure of the day centered in the afternoon exercises at the Old North Church where Mr. Curtis Guild, Jr. of Boston delivered the oration; and

Whereas, His ready flow of instructive and highly entertaining language contributed so largely to the happiness of the occasion; therefore be it

Resolved, That the Committee for itself, for the Town of Freetown, and in behalf of all in attendance most heartily thanks Mr. Guild for his valued assistance.

Resolved, That a copy of these resolutions be sent to Mr. Guild, and that they be published in the Historical Souvenir Volume.

JOHN M. DEANE,
Chairman.

LEONARD W. BACON,
Secretary.

Also at this meeting, it was unanimously voted that the thanks of the Committee be extended to each person who rendered valuable services in connection with the Old Home Day, July 30, 1902.

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